

## NOTICE OF MEETING

# CABINET

**Tuesday, 9th March, 2021, 6.30 pm - MS Teams (watch 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 26 below. New items of exempt business will be dealt with at item 29 below).

### 4. DECLARATIONS OF INTEREST

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

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

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

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

**5. MINUTES (PAGES 1 - 34)**

To confirm and sign the minutes of the meeting held on 9 February 2021 as a correct record.

**6. 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 [27] : 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.

**7. DEPUTATIONS/PETITIONS/QUESTIONS**

To consider any requests received in accordance with Standing Orders.

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

**9. 2020/21 FINANCE UPDATE QUARTER 3 (PAGES 35 - 70)**

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

This report will provide an update on the Quarter 3 budget monitoring and will seek approval for any revenue or capital budget changes required to respond to the changing financial scenario and the delivery of the MTFS.

**10. INSOURCING OF SECURITY SERVICES (PAGES 71 - 86)**

[Report of the Director for Housing, Regeneration and Planning, and the Director of Environment and Neighbourhoods. To be introduced by the Cabinet Member for Finance and Strategic Regeneration]

The report will ask Cabinet to approve the creation of an in-house security team to sit within the Operational Facilities Management service.

**11. HARINGEY FAIRNESS COMMISSION (PAGES 87 - 112)**

[Report of the Director for Customers, Transformation and Resources. To be introduced by the Cabinet Member for Transformation and Public Realm Investment]

Report to provide an update on the implementation of Fairness Commission recommendations and agree priority actions in the context of Covid impacts.

**12. CLIMATE CHANGE ACTION PLAN (PAGES 113 - 242)**

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

This report and appendix sets out the actions required by the borough stakeholders, the Council, and Government to achieve a Net Zero Carbon Borough by 2041.

**13. HIGHWAYS AND PUBLIC REALM INVESTMENT PLAN (PAGES 243 - 260)**

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

To set out the capital and revenue investment in highways and Public Realm improvements schemes (2021/22).

**14. STREET LIGHTING INVESTMENT PLAN (PAGES 261 - 274)**

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

To set out the capital and revenue street lighting investment for 2020/2021.

**15. PARKING INVESTMENT PLAN (PAGES 275 - 292)**

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

To set out the investment in parking schemes and programmes for 2021.

**16. DISABLED PARKING ACTION PLAN (PAGES 293 - 334)**

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

To consolidate all improvements being implemented or planned to improve access to disabled parking, as well as seeking approval for further policy changes and associated investment.

**17. ROAD SAFETY INVESTMENT PLAN (PAGES 335 - 352)**

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

To set out the Council's road safety programme for 2021/22 and how it contributes to achieving the Mayor For London's road accident reduction targets (Vision Zero).

**18. FLOOD WATER MANAGEMENT INVESTMENT PLAN (PAGES 353 - 364)**

[Report of the Director of Environment and Neighbourhoods. To be introduced by the Cabinet Member for Climate Change, Equalities and Leisure]

To set out the capital and revenue investment in Flood Water management, including drainage programme for 2021/22.

**19. STREET CLEANSING STRATEGY AND PLAN ADOPTION (PAGES 365 - 404)**

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

Adoption of a Cleaner Haringey strategy and delivery plan with enhanced focus on cleansing standards and enforcement actions.

**20. DISCRETIONARY HOUSING PAYMENTS POLICY 2021-22 (PAGES 405 - 428)**

[Report of the Director for Customers, Transformation and Resources. To be introduced by the Cabinet Member for Transformation and Public Realm Investment]



To agree the Policy/criteria for access to Discretionary Housing Payments.

**21. NEW RIVER SPORTS GROUND - OPTIONS APPRAISAL (PAGES 429 - 466)**

[Report of the Director of Environment and Neighbourhoods. To be introduced by the Cabinet Member for Climate Change, Equalities and Leisure]

The report will set out the options available to the council for the future management of New River Sports Ground following the transfer of the lease back to the council.

**22. NEW DELIVERY MODEL FOR ADULT LEARNING DISABILITIES DAY OPPORTUNITIES (PAGES 467 - 502)**

[Report of the Director of Adults and Health. To be introduced by the Cabinet Member for Adults and Health]

Proposal for a new model of delivering day opportunities for adults with learning disabilities following a public consultation.

**23. ANNUAL CHILDCARE SUFFICIENCY REPORT: 2020 (PAGES 503 - 524)**

[Report of the Director of Children's Services. To be introduced by the Cabinet Member for Children, Education and Families]

The Childcare Act 2006 places a duty on the Council to ensure there is enough childcare within its area for working parents and parents who wish to train or study. The Annual Childcare Sufficiency Report provides an update on the availability of childcare provision in Haringey for 0 to 14 year olds and (up to 18 for disabled children) and progress on the implementation of the Council's Childcare Action Plan 2019-2022 .

**24. HIGHGATE SCHOOL SUPPLEMENTARY PLANNING DOCUMENT (SPD) ADOPTION (PAGES 525 - 678)**

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

The existing Local Plan site allocation for the site requires a SPD to be produced to guide future planning applications. The School intends to submit planning applications in 2021 for rationalisation, enhancement and accessibility improvements for the site and this SPD provides guidance for that.

**25. MINUTES OF OTHER BODIES (PAGES 679 - 682)**

To note the minutes of the following:

Cabinet Signing 15 .02.2021  
Urgent Decision 16.02.2021

**26. NEW ITEMS OF URGENT BUSINESS**

To consider any items admitted at Item 3 above.

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

Note from the Democratic Services and Scrutiny Manager

Item 28 allows for consideration of exempt information in relation to item 5.

**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

**28. EXEMPT MINUTES (PAGES 683 - 684)**

To approve the exempt minutes from the meeting held on the 9<sup>th</sup> of February 2021.

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

To consider any items admitted at Item 3 above.

Ayshe Simsek, Democratic Services & Scrutiny Manager  
Tel – 020 8489 2929  
Fax – 020 8881 5218  
Email: ayshe.simsek@haringey.gov.uk

John Jones  
Monitoring Officer (Interim)  
River Park House, 225 High Road, Wood Green, N22 8HQ

Monday, 01 March 2021

## **MINUTES OF MEETING Cabinet HELD ON Tuesday, 9th February, 2021, 6.30pm**

### **PRESENT:**

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

**ALSO ATTENDING: Councillors: Brabazon, Connor, Berryman, Gordon, Palmer , Rossetti, and Tucker**

### **425. FILMING AT MEETINGS**

The Leader informed all present that the meeting was to be streamed live on the Council's website.

### **426. APOLOGIES**

There were no apologies for absence.

### **427. URGENT BUSINESS**

None.

### **428. DECLARATIONS OF INTEREST**

None

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

None received.

### **430. MINUTES**

#### **RESOLVED**

To approve the minutes of the Cabinet meeting held on 19 January 2021 be approved as a correct record.

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

The Scrutiny recommendations on the budget would be dealt with at item 11.

#### **432. DEPUTATIONS/PETITIONS/QUESTIONS**

##### Deputation in relation to Item 9

Karen Matthews and Luke Jordan, Haringey Cycling Campaign and Clean Air Group, and Catherine Kenyon, Haringey Living Streets, addressed the Committee in relation to Item 9 – Draft Walking & Cycling Action Plan Consultation.

Ms Matthews stated that it was imperative that the Council took major steps to tackle the damaging and high levels of air pollution in the community. Ms Matthews found walking and cycling to be a more efficient mode of travel, however this was often a frightening experience caused by a high level of traffic, speeding and general lawlessness, especially in St Ann's Road and Green Lanes. Green Lanes was the hub of the community but was taken up by around 80% parked cars and general traffic. It was felt that there was a need for fewer cars on roads and a change of mind set on the walking and cycling infrastructure, based on international best practice.

Ms Matthews referred to the smoking ban, which was introduced in 2007, which had proved to be successful and stated that there was a need for similar drastic measures to be taken to address the issues raised. There were a number of benefits to be gained, including helping to reduce the impact on the NHS and creating a better community for everyone.

Mr Jordan stated that cycling was an essential part of his life cycling and his primary form of transport. However, given his level of experience of cycling he still felt unsafe on the roads and it was often a leap of faith too far for many. He felt that all children should be able to cycle to school safely. He had numerous friends with asthma, a condition which was made worse by illegal levels of air pollution. Moving between neighbouring boroughs, he suggested that their infrastructure felt better managed and safer. Mr Jordan stressed the importance of promoting people's health over the convenience of drivers and asked Members to take responsibility and promote the health of our youth as a priority.

Ms Kenyon gave a statement from Haringey Living Streets, in support of the Walking & Cycling Action Plan. Ms Kenyon stated that the purpose of the action plan went beyond walking and cycling and was about the future of Haringey, the recovery from the pandemic, the health and wellbeing of residents and an urgent response to the climate emergency. It was important to look at what legacy Members wanted to leave the children of Haringey and that it was not beyond the realms of possibility that every child could have a safe walking/cycling route to school.

It was noted that there had been a 20% increase in car journeys within the borough and there was a need for everyone to play a part in delivering the action plan, in order to deliver real change in the borough and bring the community together. Ms Kenyon stated that she would also like to see air quality monitoring undertaken across the

borough, with this data shared, as well as looking at how to use the budget effectively. She thanked everyone that had been involved in the plan.

The Leader thanked the deputations for attending and presenting their views. The Cabinet Member for Local Investment and Economic Growth stated that it was good to see younger people engage with the Council and that he had recently taken up cycling. The Cabinet Member referred to local businesses and was keen to look at the way they could play a part in promoting this action plan and communicate that it helped Haringey as a whole and would not be a threat to their livelihood. In response, Ms Kenyon stated that evidence showed an increase in walking/cycling in an area encouraged people to shop locally and it was important that residents had safe access to local high streets to help support these local businesses. She added that it was important to look at the allocation of street space, to ensure that people could enjoy these spaces and how they could be improved.

The Cabinet Member for Climate Change, Equalities and Leisure thanked the deputations for their contributions and stressed the importance of having community support in this matter and ensuring that their voice was heard.

Ms Kenyon thanked the Cabinet Members for their input and was keen to work with the various community groups and Members to bring this action plan forward.

The Cabinet Member for Planning and Corporate Services thanked everyone for their contribution. The Cabinet Member welcomed the support from the various community groups and agreed with everything that had been said. One of the main concerns of cyclists was driver behaviour and it was important that changes were made to address this issue. The main objectives of the action plan were to make neighbourhoods safer, less polluted, and to create a cleaner and more pleasant environment for everyone, as well as helping high streets to recover from the pandemic and creating more inviting places for residents. It was recognised that a number of neighbouring boroughs were ahead of the Council on this matter and the Cabinet Member stated that the Council was making great strides to catch up. Once approved, the action plan would go out for consultation and there was a need to take action urgently. The Cabinet Member added that the Council was already starting to take action, with the engagement process already started with TfL.

#### **433. DRAFT WALKING & CYCLING ACTION PLAN CONSULTATION**

The Cabinet Member for Planning and Corporate Services introduced the report which sought approval for the draft Walking and Cycling Action Plan (WCAP). It was explained that the WCAP was a commitment set out in the 2018 Transport Strategy and it aimed to establish a reputation for Haringey as a walking and cycling borough, to ensure that more journeys were taken on foot and by bicycle, and to increase active travel to improve the wellbeing of residents, reduce obesity, and improve air quality.

It was noted that the WCAP had five central aspirations: to increase active travel, policies on walking, policies on cycling, delivering low traffic neighbourhoods, and reallocating road space to enable sustainable growth and to make walking and cycling

safer. The Cabinet Member for Planning and Corporate Services explained that the WCAP set out a hierarchy of modes with pavement users at the top, followed by cyclists, public transport, electric vehicles, and motor vehicles. Once the WCAP was in place, it would be possible to reallocate road space to higher priority groups. It was noted that there was a delivery plan attached to the WCAP which set out proposals for a number of cycle routes, Low Traffic Neighbourhoods (LTNs), and walking and cycling projects.

The Cabinet Member for Planning and Corporate Services outlined that the WCAP aimed to reduce the number of journeys made by car to address the climate and inactivity crises, to prevent deaths on the road, and to assist green recovery from Covid-19 and benefit high streets and the local economy. It was noted that, by enabling people to walk and cycle more easily, neighbourhoods would be safer, there would be less pollution, and the area would be a better place to live and work. It was also considered that the impact of pollution and safety disproportionately affected lower income residents and the WCAP aimed to reduce these impacts.

The Leader commented that he was very supportive of the fact that the WCAP had deliverables and practical steps. Cllr Chandwani added that the plan acknowledged some elements that were unique to Haringey and celebrated the borough.

Following questions from Cllr Bull, Cllr Palmer, Cllr Brabazon, and Cllr Rossetti, the following information was provided:

- It was acknowledged that there were differences between motorcycle, scooter, and car use in terms of road safety and carbon emissions. The Cabinet Member for Planning and Corporate Services noted that he would consider this point and that the hierarchy for modes of transport may be amended to reflect this.
- In relation to funding and delivery, it was confirmed that the WCAP did not exclusively rely on external funding. It was explained that £5.1 million of capital funding had been allocated in the capital programme, £2 million of funding had been secured from Transport for London (TfL), and £1.9 million was expected from Local Implementation Plan (LIP) funding.
- It was noted that the delivery of the WCAP, including LTNs, would be decided based on the 10 criteria for prioritisation which were set out in the WCAP delivery plan. It was noted that the exact dates had not been confirmed yet but were under discussion.
- It was noted that the Liveable Seven Sisters project, which also aimed to improve pedestrian and cycling accessibility, was not specifically mentioned in the WCAP. It was explained that the WCAP set out key principles which could influence many ongoing and future projects and it did not intend to list all relevant projects. It was added that the WCAP was in draft form and would be open for consultation so it would be possible to add detail where required.
- It was commented that the valuable learning from the Crouch End Liveable Neighbourhood project was the importance of engaging effectively with everyone in the area, including businesses, and it was commented that there would be joint working with the Cabinet Member Local Investment and Economic Growth. It was noted that, for the first three proposed LTNs, there would be open engagement and letters would be sent to everyone in the area.

- Concerns about traffic displacement in relation to LTNs were noted and a specific example of a previous LTN in Haringay ward was given. The Cabinet Member for Planning and Corporate Services noted these concerns and commented that, in relation to the specific issues mentioned, work was underway to engage with local residents and ward Councillors and to improve the situation. In relation to LTNs in general, it was acknowledged that there was initial displacement, and it was aimed to anticipate any issues through studies and engagement with local people and ward Councillors. It was considered that making it easier to walk and cycle would enable and encourage more people to use these modes of transport and that, overall, the total amount of traffic in the borough would reduce.

[Cllr Hearn did not vote on this item due to a temporary connection issue.]

## **RESOLVED**

To approve the draft Walking and Cycling Action Plan (WCAP), and the WCAP Delivery Plan for public consultation in Appendix 1 and Appendix 2.

### **Reasons for decision**

The WCAP is needed to deliver the Council's adopted Transport Strategy and to enable more trips in Haringey to be made by walking and cycling. The WCAP ensures clarity around the Council's active travel priorities for managing our transport network and to support the delivery of the Borough Plan priorities for growth and regeneration, as well as improving health and environmental quality. The WCAP will further support the work Haringey has done to adapt and improve its transport system to respond to Covid-19. The WCAP will also help support the emerging New Local Plan to help shape new developments.

The absence of the WCAP runs the risk of decisions about investment in walking and cycling being made in an uncoordinated manner. The WCAP is particularly important to target resources effectively in light of TfL's currently very limited funds as a consequence of Covid-19.

### **Alternative options considered.**

The Council could rely on the Mayor of London's Transport Strategy and the Haringey Transport Strategy for setting priorities and decision making. However, while Haringey shares many of the same transport challenges as the rest of London, and its sub-region, the high-level MTS fails to recognise variations in approach based upon local context, and therein, the weight to be afforded to the realisation of specific objectives and priorities. The Haringey Transport Strategy was adopted with the commitment to produce the WCAP in recognition of its high-level aspirations.

## **434. RENAMING OF ALBERT ROAD RECREATION GROUND**

The Leader of the Council introduced the report which sought approval to change the name of the Albert Road Recreation Ground (ARRG) to O.R. Tambo Recreation Ground. The decision reflected the long and historical relationship that Oliver Tambo

had with the area, and one that was reflective of the borough's values, culture and diversity. The Leader added that place names, street names and statues did matter, and as a society those who were chosen to be commemorated and celebrated reflected the value placed on those people and the communities they represent. It served to reinforce the belief that their life achievements could be a role model for others. The Leader stated that whilst changing the name of a park or street would not eradicate social injustice on its own, it was a tangible step which would ultimately lead to wider change.

Cabinet Members commended the recommendation in the report and echoed the Leader's comments.

In response to questions from Councillor Palmer, the Leader advised that:

- The additional data referred to but not included in the report could be circulated.
- A formal process would be set up for further consultations on place and street renaming.

## **RESOLVED**

1. To note that a six-week public consultation was carried out between 9 October and 23 November 2020, on the proposal to change the name of the ARRG to O.R. Tambo Recreational Ground, and to consider the responses received and set out in paragraphs 6.14 and 6.15 of this report.
2. To agree to rename the park known as the "Albert Road Recreation Ground" (and shown edged red on the plan attached at Appendix 1) to "O.R. Tambo Recreation Ground", re-enforcing the borough's strong beliefs of diversity as set out in the Borough Plan, and in recognition of O.R. Tambo's historical achievements in fighting apartheid; and
3. To agree to update the deed of dedication to "Queen Elizabeth II Field O.R. Tambo Recreation Ground".

## **Reasons for decision**

On 9 June 2020, the Mayor of London announced a Commission for Diversity in the Public Realm to review and improve the diversity across London's public realm to ensure the capital's landmarks suitably reflect London's achievements and diversity.

As a response to the Black Lives Matter movement and protests, on 12 June 2020, the Leader of Haringey Council announced a Review of Monuments, Building, Place and Street Names in Haringey.

For a number of years, it has been suggested that the ARRG located in Albert Road, N22 is renamed to reflect the proud and long-standing history that the ARRG has with O.R. Tambo, in turn reflecting the values that make Haringey the vibrant, inclusive and multi-cultural borough it is.



Although this decision sits out of the wider Review of Monuments, Building, Place and Street Names in Haringey, renaming is being considered under the same ethos for change. It is also felt that now is the right time to harness that engagement and willingness to increase the borough's diversity and will contribute to a number of strategic outcomes detailed in the Borough Plan's Equality Principles, People Plan, Outcome 5 , 8 and 11 (as detailed further within this report).

#### **Alternative options considered.**

Do nothing and leave the name as is. This option is dismissed as it fails to recognise and increase the diversity of place names within the borough, and thereby fails to reflect and celebrate the borough's diverse communities and history.

#### **435. 2021/22 BUDGET AND 2021-2026 MTFs REPORT**

The Leader invited the second deputation from Paul Burnham, representing Haringey Defend Council Housing, to put forward his representations, in relation to the Budget report.

Mr Burnham began his representations by commending the Council for the role they played with tenant campaigners, in influencing a change of policy, by the Mayor London, to now use funding from government on all social rents. This was included in the next iteration of the affordable housing programme in London.

Mr Burnham called for a Council programme of converting affordable rent back to real Council rents and commented that this policy change did not feature in the current budget. He referred to the Budget report which advised that affordable rent tenants will have a social rent cap. However, this was still £50 a week above the current Council rent rates for a 2-bedroom property. Mr Burnham raised concern about the implications in the Budget report that the rule on the social rent cap was being applied to new homes being in the borough. He referred to government mandatory policy on social rent setting and having to use the rent formula. He further contested this formula as studies showed that, even after taking into account the higher house prices in the borough and having social rent outcomes, this would not provide the affordability needed for tenants. This could cause future issues for the Council with tenants who may not want their homes demolished to face higher rents in their new properties.

Mr Burnham continued to speak on:

- The service charges for tenants which were being taken forward without any consultation.
- Issues with the converted properties related to cleaning charges. Homes for Haringey having to refund a lot of the charges up to March of this year. The charges were 60% higher than they should be and there was a request that they be corrected.
- The need for financial reports, presented by Homes for Haringey, to show itemised service charge expenditure which they did not at present.

- Homes for Haringey to open their accounts and empower tenants and leaseholders to input on rent setting and service charges.

Mr Burnham concluded by requesting a meeting with the Cabinet Member for Housing and Estate Renewal to discuss these two key issues raised in the deputation on social rent setting and tenants and leaseholder cleaning charges.

The Leader invited the Cabinet Member for Housing and Estate Renewal to respond to the deputation and the following information was provided.

- Haringey rents were set in line with government guidance as prescribed by rent standards. The government allowed English local authorities to increase their rents by CPI + 1%. For 2021/22, rents would therefore increase by no more than 1.5%, with the average rent increase for 2021/2022 being £1.57 per week. These were for rents which are currently below formula rent.
- Formula rent was not just based on property value but also on number of bedrooms and average earnings in the local area. Haringey rents were in line with these.
- Haringey provides information to tenants and leaseholders regarding their service charges, also how it compares with prior years and how these are calculated. These were highlighted in the service charge leaflets and the FAQs that accompany the rent letters.
- There was no 60% increase in the converted properties cleaning service charge for 2020/21. The converted properties' cleaning service charge for tenants actually reduced by 8.3% in 2020/21.

The Cabinet Member for Housing and Estate Renewal welcomed a meeting with Paul Burnham and his colleague from Haringey Defend Council Housing.

The Leader invited the Cabinet Member for Finance and Strategic Regeneration to introduce the budget for 2021 -22 and MTFS for 2021 to 2026.

The Cabinet Member for Finance and Strategic Regeneration introduced the report which sought approval to the proposals concerning the 2021/22 Budget and five-year Medium-Term Financial Strategy (MTFS). The budget aimed to provide a clear financial plan during this unprecedented period for local authority budgeting, in a global pandemic at a time of hardship, and financial uncertainty. The impact of the pandemic was considered with the gross financial impact of the pandemic at around £40million compared to the planned budget.

The Cabinet Member outlined that this was a progressive budget a continued to draw attention to the relevant parts of the financial strategy concerning:

- Investment in the revenue budget.
- Capital investments - in particular: The Wood Green Hub , Youth services, school building improvement works, roads, pavements, environment, expansion of empty homes strategy, and the Pendarren youth facility.

- General Fund revenue assumptions.
- The use of reserves which was use of £1.7m as a one-off reserve. The Council were previously examining, at the consultation stage, to use £5.4m but as a result of the SR20 and number of improved grants, this had been reduced.
- Housing Revenue account , Business strategy, Dedicated Schools Budget,

The Cabinet Member concluded by referring to the public consultation completed and the consideration by Scrutiny of the budget .

Cllr Connor, Chair of Overview and Scrutiny, presented the Overview and Scrutiny recommendations produced by the main committee , scrutiny panels, with input from the public and support by officers. She referred to the doubling of capital spend from £1 billion over the last 50 years to £2billion in the next 5 years. This called for increased oversight of the budget and need for scrutiny to consider greater detail of this spend with a new approach to capital budget scrutiny . It was proposed that, going forward, there was more detail provided to each scrutiny panel, with projects grouped together, according to the panel's responsibilities. This information could follow the quarterly budget monitoring reports considered by the panels and was requested to be supported by officers.

The Vice Chair of Overview and Scrutiny continued to highlight some of the key recommendations arising from the Scrutiny Panels:

- The Environment and Community Safety Scrutiny Panel produced some clear recommendations around considering the impact on small businesses when introducing Sunday parking charges and these seemed to have been not addressed in the response to this recommendation. It was requested that these issues are considered when the report on Parking Charges is compiled for key decision at Cabinet.
- The answers to questions by the Housing and Regeneration Panel raised further questions and there was request for the Panel to be provided with Officer support, prior to consideration of the quarterly budget reports, to enable them to examine the future capital borrowing in much greater depth.
- The Children and Young People's Scrutiny Panel recommendations were based on the pressures the service would face as a result of Covid. The answer to these recommendations were noted and it was expected that further scrutiny into these important areas would continue as the deficit of high needs block, need for social workers, access to free school meals, and addressing online school learning will continue to be of concern.
- With regards to the savings proposed to Learning Disabilities services, and mental health services, it was questioned whether these were sensible, especially during this time of increased service pressure due to the pandemic. A request was made for these decisions to be reconsidered.
- Within the 'Your Council' budget recommendations, there was a request to reconsider the loss of up to 7 jobs in the Libraries savings proposals.

In concluding her presentation, the Vice Chair of Overview and Scrutiny, reiterated the specific requests and recommendations for the further information required and new format for next year's revenue and capital budget scrutiny. It was felt that as the

Council's capital borrowing doubled , this could put significant pressure on the revenue budget and the need for scrutinising these proposals would be even more important.

Cllr Adje responded briefly to the issues raised by Cllr Connor, thanking the Overview and Scrutiny Committee and the Scrutiny Panels for their work in scrutinising the budget. He emphasised that the same level of financial information, as previously provided, was maintained in this year's process. He commented on the need to take into account the current new way of virtual working in presenting budget information. In the past there would have been physical papers to examine and more face-to-face meetings and the new experience may have contributed to this view of the need for increased information. It was important to note that the same information that had been provided to Cabinet, had also been provided to Scrutiny Members. In addition, the Cabinet Member himself , the Director of Finance and senior finance colleagues had attended the budget meetings and answered questions. However, going forward, the Council could look to improve upon the Scrutiny budget process, which was hopefully not in pandemic situation.

The Cabinet Member noted that all Councillors were elected to look after the interests of residents and he would consider some of the points made by Cllr Connor, in terms of the responses to the Scrutiny recommendations, and where the Council were able to deal with them, they would.

There was a need to consider that the Council were operating in very difficult financial environment where the government were not providing the Council with the adequate funding for reimbursement of required spending in the pandemic.

In responding to the issues raised on the scrutiny recommendations on Sunday parking charges, the Cabinet Member for Transformation, Public Realm and investment, advised that the template provided for response only enabled a short answer. Cllr Chandwani commented that parking was covered by the Road Traffic Act and there was a requirement to complete a statutory consultation. However, the Council were ensuring that they were working closely with the business support team with the implementation to ensure that there was not a contradiction of the efforts to support the economic challenges being faced. The Cabinet Member thanked the panel for raising this issue and it was an issue that the service was conscious of and was happy to provide a fuller response.

In response to a question from the Cabinet Member for Communities, concerning the current situation with the Covid funding gap, the Council continued to receive grants from the government, though not fully funding the impact on the as a result of COVID-19 spend. There was other external grant funding received that the Council had distributed, and this was ringfenced for a particular area i.e., funding for care homes, business grants schemes so there was not currently a 100% refund of Council spend.

The Cabinet Member for Housing and Estate Renewal commented that the increased spend on the HRA was to allow for the delivery of a significant Council house building scheme and provision of decent homes programme to counter the lack of investment in previous years which the Council had a duty to deliver and would mean increased spending. The concerns about the increased borrowing and spend were

acknowledged and appreciated but there was a responsibility to residents on housing waiting lists to deliver Council housing and there was a duty to existing tenants to meet decent homes targets.

There were questions from Councillors: Brabazon, Gordon, Berryman, Tucker and Palmer with the following information provided:

- The agreement of the High Road West scheme in 2017, included reimbursement to the Council for land assembly costs from the developer. It was further noted that it was usual for land purchase and land assembly to take time to complete.
- The Director for Finance agreed to send a note to Cllr Brabazon responding to the queries raised about the difference in the capital figures provided in the Cabinet report to those provided at scrutiny meetings. This was likely to be related to the context within which the figures were provided to each meeting.
- In response to a supplementary question on the costs for assembling the land in HRW scheme increasing, and the query of whether this was viable for the third parties to continue in this scheme, it was not felt appropriate for Cabinet Members and Officers to speculate on this issue at a Cabinet meeting as these were considerations for the third parties.
- The High Road West scheme covered a number of sites, and the Cabinet Member could not comment on what the potential negotiations would be at the various stages of the scheme. The sum that was included in the budget and in the capital, lines was for land assembly and officers would deal with this at the appropriate time.
- With regards to the CO2 emissions from any demolition of blocks for new homes in HRW scheme, the Council had a CO2 strategy, and this issue would be discussed with Councils departments. Their advice would be taken into account when this phase of building the replacement blocks was reached.
- The Council budget included anticipation of a pay rise for staff and this was included prior to the government announcement of a pay freeze for public sector staff. There were ongoing negotiations with the trade unions and if there was a pay freeze, this would have a positive financial impact on the budget.
- The report contained a section on the forecast for the CTRS [ Council Tax Reduction Scheme] and documented the experience of claims over the COVID-19 period. It was noted that the number of pensioners claiming CTRS had decreased, but the number of working age people claiming CTRS had increased substantially. The budget was factoring in a substantial increase in claims for CTRS in the next year and collection forecasts had been adjusted in view of such payments . With regards to affordability the government was putting in place additional grants to help local authorities fund this and this was expected to cover the increase in claimants for CTRS in the next year.
- In response to the acknowledgement of the need to council homes, the Cabinet Member for Finance and Strategic Regeneration reiterated the need for Council investment in social housing and progressive budget for the benefit of residents.
- With regards to a decision around the Library service concerning the reduction of staff and delaying the budget decision on this until a strategy was in place , there was investment in libraries and the Council were considering different ways of working in terms of simplification. With regards to specialist Library

staff, they could be redeployed and retrained. The point of having a libraries strategy was acknowledged and the Council would ensure a holistic approach is taken on this . There was a pause on the Wood Green Library projects as well as other projects in the Wood Green area due to Covid and new ways of working.

- The Civic Centre refurbishment were the main works taking place in Wood Green, there was no choice but to spend money on this grade two listed building. Therefore, instead of spending money and stand still , it was felt prudent to invest and bring it into good use. This would support the strategy of locality working and bring in the community to use the building. The reprofiling of the budget, which was a method used by local authorities, allowed this type of investment and spend. This was within local government finance regulations and met with CIPFA requirements. There was also audit of the Council finances by the external auditors and assurance process. There was a need to consider investments in schools, housing and Council buildings to safeguard future use and availability and capital spend enabled this.

## **RESOLVED**

1. To consider the outcome of the budget consultation as set out in Appendix 8, to be included in the report to Council. Having taken this into account this report does not propose any amendment to the Budget for 2021/22 nor to the MTFS 2021/26.
2. To approve the responses made to the Overview and Scrutiny Committee recommendations following their consideration of the draft budget proposals as set out in Appendix 9. Having taken this into account this report does not propose any amendment to the Budget for 2021/22 nor to the MTFS 2021/26.
3. To propose approval to the Council of the 2021/22 Budget and MTFS 2021/26 Budget Reduction Proposals as set out in Appendix 2.
4. To propose approval to the Council of the 2021/22 General Fund Revenue Budget as set out in Appendix 1, including specifically a General Fund budget requirement of £249.077m, but subject to final decisions of the levying and precepting bodies and the final local government finance Settlement.
5. To propose approval to the Council of the General Fund Medium Term Financial Strategy (MTFS) 2021-2026 as set out in Appendix 1.
6. To propose approval to the Council that the overall Haringey element of Council Tax to be set by London Borough of Haringey for 2021/22 will be £1,441.04 per Band D property, which represents a 1.99% increase on the 2020/21 Haringey element and with an additional 3% for the Adult Social Care Precept amount.
7. To note the Council Tax Base of the London Borough of Haringey, as agreed by the Section 151 Officer under delegated authority (Article 4.01(b), Part 2, of the Constitution), as 76,544 for the financial year 2021/22.

8. To propose approval to the Council of the 2021/22 Housing Revenue Account budget as set out in Table 9.4.
9. To propose approval to the Council of the Housing Revenue Account Medium Term Financial Strategy (MTFS) 2021-2026 as set out in Table 9.4.
10. To approve the changes to the rent levels for residents in temporary accommodation, Council tenants in General Needs, Sheltered/Supported, and Affordable homes reflecting the recent rent guideline requiring Councils in England to increase rent by no more than the Consumer Price Index (CPI) at September of the previous year plus 1%. This will increase the average weekly rents as set out in Tables 9.1 and 9.2.
11. To agree the changes to service charges to tenants as set out in Table 9.3.
12. To approve that the 18 currently Affordable properties, shown in Table 9.2, be changed to Social Rents from 5 April 2021.
13. To propose approval to the Council of the 2021/22 – 2025/26 General Fund capital programme detailed in Appendix 4.
14. To propose approval to the Council of the 2021/22 – 2025/26 Housing Revenue Account (HRA) capital programme detailed in Table 9.5.
15. To propose approval to the Council of the Capital Strategy detailed in Section 8 of this report.
16. To propose approval to Council of the strategy on the use of flexible capital receipts to facilitate the delivery of efficiency savings including capitalisation of redundancy costs (Appendix 6).
17. To propose to the Council the Dedicated Schools Budget (DSB) allocations for 2021/22 of £278.755m as set out in Appendix 7.
18. To note the funding to be distributed to primary and secondary schools for 2021/22 based on the figures advised to Schools Forum and submitted to the Education Funding Agency in January 2021 set out in Section 10.
19. To note the budgets (including the use of brought forward DSG) for the Schools Block, Central Services Block, High Needs Block and Early Years Block as per Appendix 7.
20. To delegate to the Director of Children Services, in consultation with the Cabinet Member for Children, Education and Families, the power to amend the Delegated Schools Budget to take account of any changes to Haringey's total schools funding allocation by the Education and Skills Funding Agency.

21. To delegate to the Section 151 officer, in consultation with the Cabinet Member for Finance, the power to make further changes to the 2021/22 budget proposals to Full Council up to a maximum limit of £1.0m.

### **Reasons for decision**

The Council has a statutory requirement to set a balanced budget for 2021/22 and this report forms a key part of the budget setting process by setting out the forecast funding and expenditure for that year. Additionally, in order to ensure the Council's finances for the medium term are maintained on a sound basis, this report also sets out the funding and expenditure assumptions for the following four years in the form of a Medium-Term Financial Strategy.

### **Alternative options considered.**

The Cabinet must consider how to deliver a balanced 2021/22 Budget and sustainable MTFS over the five-year period 2021/26, to be reviewed and ultimately adopted at the meeting of Full Council on 1st March 2021.

Clearly there are options available to achieve a balanced budget and the Cabinet has developed the proposals contained in this report after determining levels of both income and service provision. These take account of the Council's priorities, the extent of the estimated funding shortfall, estimated impact of Covid-19, Brexit and the Council's overall financial position.

These proposals reflect feedback received as part of the consultation both externally and through the Overview & Scrutiny process and the outcome of the Equalities impact assessments.

## **436. LOCAL WELFARE ASSISTANCE FUND**

The Cabinet Member for Transformation and Public Realm Investment introduced the report which sought approval for the introduction of a Local Welfare Assistance Scheme. The scheme would be included as part of a suite of support available in the borough focusing on residents who face short-term financial hardship.

The Leader commented that the implementation of the Scheme would be an achievement that the Council could be proud of.

In response to questions from Councillor Palmer, the Cabinet Member advised that:

- It was important that approval be given to the Director of Customers, Transformation and Resources in consultation with the Cabinet Member for Transformation and Public Realm Investment to make minor amendments to the scheme as it would allow for the Council to be agile in its' response to demand. All decisions within the scheme would be subject to financial checks.
- Work was being carried out to identify buffer points to allow for an equal spread of funding across the year. This was not the first discretionary fund that had



been implemented by the Council, and experience could be drawn from the implementation of these.

## **RESOLVED**

1. To agree the approach to introducing a Local Welfare Assistance Scheme set out in this report, which will be known as the Haringey Support Fund.
2. To agree the principles and proposed scope of the scheme as set out in paragraphs 6.4 to 6.7.
3. To agree that approval of the final operational detail of the scheme and final public policy document – which will follow the approach agreed in recommendation 3.1 b) – should be delegated to the Director of Customers, Transformation and Resources in consultation with the Cabinet Member for Transformation and Public Realm Investment.
4. To note that the Council will monitor the design and impact of the scheme and regularly review our approach, including through a review at the end of the first year of funding. Minor amendments to the detail of the scheme, where required, should be delegated to the Director of Customers, Transformation and Resources in consultation with the Cabinet Member for Transformation and Public Realm Investment.

## **Reasons for decision**

Ongoing structural inequalities in the borough have been amplified by the impact of Covid-19. In this precarious environment, the economic realities mean that many residents are more vulnerable than previously to acute financial shocks and are at risk of falling into crisis. Although the Council does not hold all the levers to tackle these challenges, and providing social security remains the responsibility of Central Government, it is more important than ever that we find new ways to support our residents.

Although the challenge in Haringey is ongoing, this year, in particular, many residents are likely to face increased pressures due to ongoing high levels of unemployment coupled with the gradual winding down of Central Government support schemes, such as the Coronavirus Job Retention Scheme (CJRS) and the temporary Universal Credit (UC) uplift. Whilst it is not the role of local government to replace these schemes, introducing a local welfare assistance scheme will support our wider efforts to help residents in urgent financial need.

As we respond to these challenges, the primary function of the Haringey Support Fund will be to provide an additional safety net for residents who are facing temporary financial crisis – sitting within and complementing our other support to residents on a low income. An important secondary objective will be to connect residents to support which can help them to find sustainable ways to navigate financial adversity.

This work also supports our overall approach to reducing community inequality, including as set out in our Borough Plan principles and our 'Recovery and Renewal' report, which sets out our ambition to support residents in new ways.

Due to the timeframe required to launch this scheme, the full operational detail is being worked up by officers, in consultation with the Cabinet Member for Transformation and Public Realm Investment and with partners in the Voluntary and Community Sector. The Director of Customers, Transformation and Resources will approve the operational detail of the scheme, including the final public policy document – both of which will be based off the principles agreed in this report – in consultation with the Cabinet Member.

As this is a new scheme, which will be launched in the complex environment created by Covid-19, monitoring, and evaluating the impact of our work will be particularly important. It is therefore requested that minor amendments to the scheme, where required, should be delegated to the of Customers, Transformation and Resources in consultation with the Cabinet Member for Transformation and Public Realm Investment.

#### **Alternative options considered.**

##### Divert local welfare assistance funds to alternative support programmes.

There is no statutory requirement to provide hardship support in this format. The money set aside in the Council budget could therefore be diverted to other schemes supporting residents on low incomes – such as Council Tax Reduction (CTR). However, the Council believes that in the present economic climate this new scheme will diversify and complement the support we already provide, adding a new flexible support option for residents, and widening our reach. This fits within the strategic goal to support residents in new ways.

##### Do Nothing

The Council would not take steps to establish a Local Welfare Assistance Scheme to support residents facing financial hardship. There is no statutory requirement to provide this service. Doing nothing would undermine the ability of the Council to deliver its strategies to tackle community inequality. Without an equivalent intervention, we anticipate it would also lead to an increase in residents falling into financial crisis, escalating debt, and destitution.

## **437. DEBT STRATEGY**

The Cabinet Member for Transformation and Public Realm investment introduced the report which set out the Haringey Strategy for tackling debt, the purpose of which was to set out the levers the Council use, working with partners, to help residents avoid and mitigate problematic debt.

The Cabinet Member spoke about the stark inequalities in the borough with increased hardship and families struggling on low incomes with universal credit and low paid jobs. There were added new pressures to be faced with the furlough scheme coming

to an end, unemployment, unsustainable housing coupled with a general uncertain economic situation.

The Cabinet Member spoke about the detrimental circumstances of debt and the far-reaching consequences it had with overwhelming negative impact on life chances and mental health. She spoke about the importance of preventing the spiralling of debt for individuals and families by creating and providing supportive economic and social conditions in the borough.

The Cabinet Member expressed that individuals and families in debt should be viewed as a potential safeguarding issue to prevent, rather than a collection of costs to pursue. Council services needed to understand if individuals and families had enough food to eat before paying the debt owed.

The proposed strategy was transformative and proactive providing support to residents in new ways, in light of the impact of Covid and worsening economic situation. The strategy would further enable the Council to work smartly on prevention of debt through co-ordinating services and projects.

In response to questions from Cllr Palmer, the following was noted:

- With regards to forecasting loss of debt recovery, it was predominantly in the Council's interest to help people not get to a position where they are able to pay their bills and not encounter a spiralling debt situation. From considering other borough's similar work on this, the Council would be offsetting the debt recovery loss with an income rise. It was further noted that there was an estimated £16billion of unclaimed welfare support in the country. Newcastle City Council had taken forward a similar strategy with a focus on benefit maximisation , helping increase the income into the Council by £13m.
- Noted the general significant difficulties in understanding the benefit system and the ingenuity, patience and navigation skills required to understand entitlements to benefits and to make claims. Part of the Council's 'Here to Help' scheme would help residents understand what they are entitled to and how to access this.
- The partners were not listed as the strategy was changing and setting the agenda for whole borough. This covered all partners in the borough, including organisations, individuals, schools, faith congregations and the voluntary sector and was enabling them to identify that a person or family had debt issues and the potential for this situation to escalate. They had a responsibility to signpost to organisations such as the Citizen's Advice Bureau, relevant Council staff , and the benefit maximisation scheme.

## **RESOLVED**

To agree the approach to preventing and mitigating debt amongst Haringey residents set out in the Haringey Strategy for Tackling Debt at Appendix 1.

## **Reasons for decision**

The Borough Plan 2019-23 sets out a vision for a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. There are a range of levers that the Council will employ to do this. Taking action to enable people to address problematic debt is one of these.

This commitment has taken on even greater importance since the emergence of the Covid-19 pandemic. We have already seen a sharp rise in claims for universal credit, an increase in unemployment, and more requests for assistance with emergency food and fuel. It is vital that our residents have positive tools and support to help them avoid entrenched debt.

There are residents in Haringey who are finding themselves in debt due to poverty, external economic factors beyond their control and the rise in the basic cost-of-living outstripping their income levels. The Haringey Strategy for Tackling Debt intends to clearly define and identify these residents and sets out a strategy on how we can use the levers available to us to tackle the debt they face.

### **Alternative options considered.**

#### Do Nothing

The Council would not take steps to implement a Tackling Debt Strategy. This would curtail the possibility of achieving our objective of reducing debt amongst Haringey residents. This may also have a negative consequence on the public purse, with high levels of debt likely to lead to lower Council revenues and higher use of public services.

#### Take an alternative approach.

Adopt a debt strategy based on different principles and ways of working. The issues outlined in this paper might be addressed through a strategy and policy based on different principles and ways of working, but the proposed approach set out in this paper is based on evidence of what works and good practice from elsewhere.

## **438. DEBT REDUCTION POLICY**

The Cabinet Member for Transformation and Public Realm Investment introduced the report which set out the Council's Ethical Debt Reduction Policy. The policy set out the Council's approach to debt owed to the Council in preparation for the introduction of the Debt Respite Scheme legislation due to come in to force in May 2021. The policy would ensure that the Council would be able to offer residents direct support and guidance in an ethical, appropriate, and compassionate way.

The Cabinet Member advised that she had met with the Director for Customers, Transformation and Resources to begin the process of recruitment to the additional posts required.

### **RESOLVED**

To approve the Ethical Debt Reduction Policy, at Appendix 1, which sets out the approach to debt owed to the Council.

## **Reasons for decision**

Problematic debt profoundly impacts on both the day-to-day lives and long-term life chances of residents struggling with it. It was a significant issue before Covid-19, but the impact of the pandemic has been to push many more of our residents into unmanageable and problem debt.

The case is clear that Haringey residents are facing increasing challenges to meet household financial pressures, and that more needs to be done to help local people to meet these challenges.

The Council has a legal and fiduciary duty to collect debt and raise funds for vital public services, while supporting residents and encouraging an open dialogue about debt and financial resilience. The Council wants all practice around debt collection to be ethical, meaning we will act appropriately, proportionally and with compassion.

This policy sets out the principles that will underpin the Council's ethical approach to reducing the debt it is owed. It should be read in conjunction with the wider Haringey Tackling Debt Strategy, which sets out the Council's proposed system wide approach to reducing debt and promoting financial security in the borough.

## **Alternative options considered.**

### **Do Nothing**

The Council would not take steps to implement an Ethical Debt Reduction Policy. This would curtail the possibility of achieving our objective of reducing debt amongst Haringey residents. This may also have a negative consequence on the public purse, with high levels of debt likely to lead to lower Council revenues and higher use of public services. It would mean that the Council would not implement Fairness Commission recommendation referenced at para 4.

Adopt an ethical debt reduction policy based on different principles and ways of working.

The issues outlined in this paper might be addressed through a policy based on different principles and ways of working, but the proposed approach set out in this paper is based on evidence of what works and good practice from elsewhere.

*Clerks note: The Cabinet Member for Local Investment and Economic Growth left the meeting at 20:50.*

## **439. ADMISSION TO SCHOOLS - DETERMINED ARRANGEMENTS FOR 2022/23**

The Cabinet Member for Children, Education and Families introduced the report which set out the statutory requirements to determine the proposed admission arrangements for the school year 2022/23. These arrangements were in respect of the borough's community and voluntary controlled (VC) schools.

Cabinet was asked to agree to their publication on or before 15 March 2021 on the Council's website with such details to include advice on the right of objection to the Schools Adjudicator.

This year there was no change proposed to our admission arrangements for community and voluntary controlled (VC) apart from a slight alteration to the In-year fair access protocol as set out in the report.

In response to a question from Cllr Brabazon, it was noted that, in the Covid period, lots of families had moved out of the borough. It was estimated that, in London, the equivalent of two medium sized London boroughs of residents had left and this would have an impact, not just on school admissions, but on other services used by children and families. There was a year to work out the impact and continue to assess the changing situation and how to adapt and change Council plans for school admissions in the coming year.

### **RESOLVED**

1. To approve the Council's admission arrangements for the academic year 2022/23 as set out in Appendices 1 – 4.
2. To agree the in-year fair access protocol (IYFAP) as set out in Appendix 5 to come into force from 1 March 2021.
3. To agree that the determined arrangements for all maintained primary and secondary schools in the borough are published on the Council's website by 15 March 2021 with an explanation of the right of any person or body, under the School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) Regulations 2012, to object to the Schools Adjudicator in specified circumstances<sup>1</sup>.

### **Reasons for decision**

The School Admissions Code 2014 requires all admission authorities to determine admission arrangements every year, even if they have not changed from previous years. Regulation 17 of the School Admissions Regulations 2012 also requires admission authorities to determine admission arrangements by 28 February in the determination year.

In addition, the Regulations require the admission authority (in this case the local authority) to publish on its website by 15 March in the determining year the determined arrangements of all maintained primary and secondary school and academies in the borough, advising the right to object to the Schools Adjudicator, where it is considered that the arrangement do not comply with the mandatory provisions of the School Admissions Code 2014.

The Council consults on its admission arrangements annually irrespective of whether or not there is a proposed change to the arrangements. This is to ensure transparency and openness on the contents of the admission arrangements and to allow all stakeholders to make representations which can then be considered as part of the determination of the arrangements.

---

**Alternative options considered.**

This year we did not propose a change to the oversubscription criteria for community and VC schools. While there are other ways admission arrangements can influence the allocation of school places set out in the Schools Admissions Code 2014 (e.g., designated catchment areas, identified feeder schools or giving priority in our oversubscription criteria to children eligible for the early years premium/ pupil premium), no alternative option is being considered at the time of writing this report.

**440. ASSET MANAGEMENT PLAN UPDATE**

The Cabinet Member for Finance and Strategic Regeneration introduced the report which sought approval for the adoption of the Council's 2021 update of the Asset Management Plan (AMP) for 2020-25. The AMP was an important tool in achieving the Council's Borough Plan ambitions. It formed part of the capital strategy and was the context for capital investment decisions, setting out major initiatives and priorities for capital investment, as well as investment required for compliance and carbon management planning. The plan also included the Acquisitions and Disposals Policy.

In response to questions from Councillors Palmer and Gordon, the Cabinet Member advised that:

- Due to the Covid pandemic, evaluations had been carried out in relation to the civic presence in the borough and the decision had been made that refurbishment of the Civic Centre site would provide better value for money than to develop on the Wood Green library site. The refurbished Civic Centre would be a valuable asset to the Council.
- No decision had been made on the redevelopment of the Civic Centre car park.
- The AMP set out the Acquisition and Disposals Policy and the process which would be followed. There were no targets in terms of how many assets would be acquired or disposed of.
- Details of the number of tenancies taken up in Shaftesbury House would be provided in writing to Councillor Gordon.

**RESOLVED**

To approve the updated Asset Management Plan 2020-2025 ("AMP") as included at Appendix 1 including the updated Acquisitions and Disposals Policy and the updated Commercial Property Portfolio Strategy.

**Reasons for decision**

The Council's Asset Management Plan (AMP) sits alongside the Capital Strategy and is a key document in supporting the Council's decision making about investment in its land and property assets to deliver Council priorities and services.

CIPFA (Chartered Institute of Public Finance and Accountability) guidance advises Councils to agree an Asset Management Plan as part of their budget strategy from 2020/21. CIPFA's guidance on asset management includes ensuring that Councils regularly review their need for property either operationally or strategically.

The Council's Asset Management Plan 2020-25 was agreed in February 2020. At the time Cabinet was advised that it would be updated after one year as their would-be significant progress and change over the course of the year to require an update. It is important that the plan is updated regularly to ensure it is useful in supporting capital investment decisions which will deliver the Council's Borough Plan and MTFS priorities.

### **Alternative Options**

The Council's Asset Management Plan lasts for five years and can be refreshed periodically. If this does not happen, the plan will not reflect the most recent changes and the plan will not be as helpful in development the Council's budget strategy.

## **441. NEIGHBOURHOOD MOVES SCHEME**

The Cabinet Member for Housing and Estate Renewal introduced the report which set out the Neighbourhood Moves Scheme. This had been consulted on and was put forward for approval. This scheme would provide existing Council tenants priority for new homes that are built in their neighbourhood, in particular those who were living in homes which are too big or too small. The design of the scheme also meant that those on the waiting list would also benefit from new homes with each local tenant moving and releasing an existing home which would be let to those on the waiting list.

The Cabinet Member outlined that this meant building new Council homes, benefiting two households for each new home, and adding to the Council's overall housing stock for future generations.

The Cabinet Member was pleased to report that there was very strong support for the scheme, with 73% of respondents strongly supporting the policy and a further 23% in favour with some small amendments.

The Cabinet Member reiterated that the Council were 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. The Council wanted to use this opportunity to strengthen local communities, and to ensure that households who are not adequately housed could live in homes which met their needs.

In response to a question from Cllr Tucker, the Cabinet Member confirmed that existing tenants keep their secure tenancies and remain on Council target rents.

### **RESOLVED**

1. To note the Equalities Impact Assessment at Appendix 1.
2. To note the consultation results attached in a full report at Appendix 2.
3. To approve the alterations to the Housing Allocations Policy attached at Appendix 3 and the Neighbourhood Moves Scheme attached at Appendix 4 which will be attached to the Housing Allocations Policy.



### **Reasons for decision**

The proposed changes are informed by the results of a consultation with those who would be affected by the proposals. The Neighbourhood Moves Scheme seeks to address over-crowding by releasing larger family homes which are under-occupied and by allowing over-crowded households to move locally. It will also ensure that local secure Council tenants who have been affected by building works are given the opportunity to benefit from new homes built near them, and support community cohesion.

### **Alternative options considered.**

Not to make any changes to the draft Neighbourhood Moves Scheme following the consultation: this option was rejected since consultees had strong views on some aspects of the draft Neighbourhood Moves Scheme which were able to be incorporated into the final Neighbourhood Moves Scheme.

To make other changes to the draft Neighbourhood Moves Scheme following the consultation: other changes could have been made; a full discussion of the changes proposed and those considered but not adopted can be found in this report and in Appendix 2.

To not adopt the Neighbourhood Moves Scheme: this was rejected since the consultation showed strong support for the Neighbourhood Moves Scheme and the implementation of the Scheme will help the Council make best use of its housing stock and promote community cohesion.

## **442. CONTRACT VARIATION WITH CENTRAL NORTH WEST LONDON NHS FOUNDATION TRUST (CNWL) FOR THE CONTRACT FOR LOATS 1A - GENITO-URINARY MEDICINE (GUM) SERVICES**

The Cabinet Member for Adults and Health introduced the report which sought approval for a number of changes required within the North Central London (NCL) sexual health contract awarded to Central North West London NHS Foundation Trust and wider London partners, as part of ongoing service development, response to the impact of COVID on service provision and other service changes including responsibilities to deliver PrEP for the prevention of HIV.

In response to questions from Councillor Palmer, Dr Will Maimaris advised that the uptake of PrEP had not been as high as expected, however work was being undertaken to ensure that availability of PrEP would be communicated to those in the borough who required it.

### **RESOLVED**

To approve the contract variation to the Central and North West NHS Trust contract for lots 1a - Genito-Urinary Medicine (GUM) services to enable the following contract variations to be implemented;

1. Introduction of new activity baseline for Rest of London (RoL) for 2020/21
2. As set out in paragraphs 6.5.1 and 6.5.2, to agree the annual lump sum payment of £218,402 to Haringey council for routine PrEP commissioning.
3. A change to service level at the Barnet clinic and some one-off investment spend to support patient access.
4. Implementation of new and changed tariffs for sexual and reproductive services delivered across London.
5. One off investment in 2019/20 to CNWL by London Boroughs of Camden and Islington for localised sexual & reproductive health initiatives.

### **Reasons for decision**

The contract variation required in this report is specific to Lot 1a and forms the wider variation to the service contract which covers the need to revise CNWL baseline activities for RoL, implement new and changed tariffs, align the contract to financial years which was discussed and agreed by NCL commissioners and CNWL and make provision for the funding of PreP service via local authorities.

The NCL Integrated Sexual Health (NCLISH) services are provided by Central and North West London NHS Foundation Trust (CNWL).

The Haringey lot 1a - Genito-Urinary Medicine (GUM) contract for clinic based services commenced on 3 July 2017, in partnership with Barnet, Camden & Islington for a period of five (5) years (with an option to extend for a further 3 years on contract extensions of one (1) year each). For Haringey, the initial 5-year contract term is estimated to cost £7,963,771 million. Adding the option to extend the contract for 3 further periods of one year each at an estimated cost of £1,608,073 million for each of these years brings the maximum total estimated cost of the contract to £12,787,991 million.

Pre Exposure Prophylaxis (PreP) funding allocation has been approved and was transferred to Local Authorities October 2020. For Haringey, the annual value will be £218,402.

### **Alternative options considered**

This is a mandated open access service. Service transformation has already realised significant savings and transferred the previous sexual health services into an integrated system across the NCL sector. This is an activity and tariff based contract, and therefore charges are ultimately based on levels of activity. Due to the complex nature of the cross charging arrangements, this service is part of the London Sexual Health Programme (LSHP).

The Memorandum of Understanding (MOU) for the LSHP strategic board sets out that partners agree to a number of areas of working together “collaboratively regarding the Integrated Sexual Health Tariff (ISHT). As part of the LSHP, it is required that services use a standardised contract format agreed by all Boroughs as part of the governance of the transformation. This ensures that all the clinics are governed under a similar set of terms and conditions, as a result, any changes made to the contract need to be made in agreement with colleagues across London, in accordance to the contract clause.

#### **443. AWARD OF CONTRACT FOR THE PROVISION OF BUNDLED HOURS HOME SUPPORT AND REABLEMENT SERVICE**

The Cabinet Member for Adults and Health introduced the report which set out the outcome of a mini-competition tender process conducted via the Council’s Dynamic Purchasing System (DPS) for Home Support and Reablement Services and sought approval to award a ‘Call-Off’ contract (referred to as a Service Agreement) to the successful Providers in accordance with the Contract Standing Order 9.07.1(d).

Service Agreements were proposed to be awarded for a period of 29 months commencing from 12th April 2021 to 31st August 2023 with an option to extend for further period of up to two (2) years. The estimated cost of the service for 29 months was set out in the report.

The Cabinet Member emphasised that this proposed decision was an important step in a process to transform home support in Haringey, recognising the critical role it played in enabling people to live in their homes for as long and as well as possible.

The Cabinet Member outlined that by offering London Living Wage to all front-line care workers, the Council were honouring their commitment to the Ethical Care Charter and recognising the importance of care workers – their status and their value – in the delivery of home support. The Council were continuing to recognise that for the majority of people the experience of home support is their experience of social care – representing a real opportunity to make the necessary changes when people are at their frailest and vulnerable.

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

Locality working was at the heart of this strategy and issues around travelling around visits would be reduced and provide a better working experience. The Cabinet Member agreed with Councillor Palmer on the provision of sick pay to carers, but this was reliant on national government funding. There had been campaign for sick pay for care workers and increasing levels of sick pay for people on low incomes. These issues had been raised with ministers in writing by the Council.

The Council were seeking to improve the quality of care offered and not reduce the hours provided of personal care. The nature of care has been transformed over the last year and the contracts recognised this as there were lots of ways of delivering care and improving quality of care.

The co- design group process had started with the RSA and LGA working with the Council to consider innovative ways of designing services which involved a range of stakeholders including: frontline care workers, council staff and local residents. This led to the proposals for 'working together differently' and there then continued to have stakeholder meetings to ensure there was the right offer linked to localities. There were regular reports to the ASC design group with work continuing with users on improving locality working, ensuring the residents had access to the same regular carer who lived locally and ensuring links to existing services in localities.

[At 9.40pm the Leader moved to invoke Committee Standing Order 63 which was the suspension of Committee Standing Orders. This was to allow suspension of standing order 18 and the meeting to progress after 10pm. ]

This motion was agreed by Cabinet and the meeting continued after 10.pm.

Further to considering exempt information at item 26,

## **RESOLVED**

1. To approve the award of Service Agreements for bundled hours of Home Support and Reablement services to the successful Providers (identified in the exempt appendix of this report) for a period of 29 months commencing from 12th April 2021 to 31st August 2023 with an option to extend for further period of up to two (2) years. The estimated cost of the service for 29 months would be £17,793,060 and for duration of 53 months (if extended) would be £34,261,190 inclusive of LLW for financial 21/22 but exclusive of annual inflationary increase for subsequent years.
2. That if a successful Provider is awarded a Service Agreement for a Bundle and rejects the award, then the next ranking Provider for that Bundle will be offered the Service Agreement (if required);
3. To vary the contract price annually in line with LLW (as published by the Living Wage Foundation periodically) inflationary increase from 1st April for each and every subsequent year for the term of Service Agreements; and
4. To waive Contract Standing Order (CSO) 9.08.8 (requirement to execute the contract under seal as a deed where value of the contract is above £250,000) as permitted under CSO 10.01.1(a) as the Service Agreements are electronic on DPS.

## **Reasons for decision**

All home support and reablement Service Providers currently enrolled on the DPS were invited to tender for the bundled hours home support and reablement service. The providers' submitted offers were evaluated using a 40% quality and 60% price weighting, on this basis, the recommended Service Providers' bids were deemed to be the most economically advantageous, representing the best value option to deliver the required service. The split of quality and price was selected on the grounds that price variations have to some extent been covered by the requirement to pay London Living Wage.

Commissioning a locality-based home support and reablement service will bring several benefits: Service providers will be able to develop a good knowledge of the area they work in and the community resources available for service users to access, there will be dedicated service providers for each locality, removing the current hard-to-reach area problem and in turn this will mean Service providers will be based closer to the people they are serving, with a consequent reduction of travel time for care workers.

By working with a smaller number of providers across three Localities, the new model will provide several benefits: a unified approach between care providers, social workers, community nurses, therapists, and the voluntary and community sector, which aligns to Haringey's locality-based working with the NHS and particularly primary care. Working with fewer providers lends itself to more effective contract monitoring as it will require less Council resource to ensure efficacy in delivery outcomes, as well as allowing the Council to develop crucial partnerships with Providers to assure quality and continue to improve value.

It is anticipated that the new model will deliver improved outcomes, offer a more sustainable service, and create better conditions for the workforce. Features of the new model include:

- For each Locality, the Council will commit to commission a minimum number of guaranteed hours from the Service Providers each year. This will enable the Service Providers to organise and manage their resources;
- 70% of home care packages will be through a bundled hours' arrangement;
- 30% of home care packages would remain as spot purchases to enable opportunity for small/micro, including not-for-profit organisations and existing Small and Medium Sized Enterprises, to remain in or to enter the market as well as to provide market resilience;
- Providers will be required to pay all care workers LLW meeting the Council's commitment to LLW. Employee wage is connected to the service providers' capacity to recruit and retain care workers, and continued non-payment of LLW would impact negatively on the quality of service delivery, whilst payment will support better quality care;
- Providers will operate across a wide range of health and care needs for both Adult Social Care and NHS Continuing Health Care (CHC) packages;
- All providers will be required to have an Electronic Call Monitoring system in place so that we can effectively understand the costs of care provision whilst maintaining an outcomes-focused approach;
- The new model will see improved workforce recruitment and retention through improved contractual arrangements; and

- Career progression pathways through greater skills development, workforce planning and linking in with the pan-London 'Proud to Care' initiative. Appropriately skilled care workers will be an essential part of the new model of care and will ensure that they have career opportunities to develop skills that will offer a pathway into more advanced social care or health care provision.

**Alternative options considered.**

**In house Provision** - An option to proceed with an in-house home support service was considered but rejected based on the assessed additional financial impact, as well as the scale of the infrastructure required to implement an in-house model.

Implementing an in-house home support service at an additional (to the higher costs set out here) cost of £3.5m per annum would be challenging, particularly in the context of the significant level of savings already being implemented for the financial years 2019 – 2021 for Adult Social Care, totalling approximately £16m and the current financial pressures aggravated by Covid 19.

In-house services can give greater control over the care that is provided, delivering improvements and minimising risks by ensuring supply and balancing cost and quality requirements against the available budget although quality is not guaranteed through an in-house delivery model. Previously in-house services have, however, been shown to be significantly more costly than external provision, due either to lack of efficiency and/or to better staff terms and conditions. No London borough currently has an in-house model for home support.

**Do nothing** - An option to continue with the current model of home support was considered but rejected on the grounds that it does not meet the Council's commitment to delivering LLW, nor does it transform the service to deliver in an integrated way to meet user needs.

An option to deliver the existing model but at LLW rates was considered but rejected on the grounds that this would not deliver the improved outcomes for service users that a high quality, integrative model would achieve.

**444. COMMERCIAL PROPERTY PORTFOLIO REVIEW - INDUSTRIAL PROPERTY STRATEGY AND PROPOSED ACQUISITION OF THIRD PARTY INTEREST**

The Cabinet Member for Finance and Strategic Regeneration introduced the report which sought approval for the strategy for the commercial industrial portfolio, which aimed to ensure that the Council's industrial portfolio aligned with the Council's economic plans as set out in the Good Economy Recovery Plan and the Borough Plan. It also sought approval to take steps to buy-back 6 long leasehold interests and two Freehold interests in a total of 8 industrial properties. All potential acquisitions would be subject to third party agreements, the Council's Acquisitions and Disposals Policy, and to be in accordance with financial thresholds and further analysis.

In response to questions from Councillor Gordon, it was advised that:

- The cost per acquisition was provided in the open part of the report and the payback period was set out in the exempt report. As this was an umbrella report, further reports would be provided to Cabinet to seek approval for future acquisitions.

Following consideration of the exempt information at item 27, it was

## **RESOLVED**

1. To approve the strategy for the commercial industrial portfolio as set out in the open and the exempt report which aims to ensure the Council's industrial portfolio is aligned with the Council's economic plans as set out in the Good Economy Recovery Plan and the Borough Plan.
2. To approve that steps are taken to seek to buy-back 6 long leasehold interests as set out in the exempt report and two Freehold interests in a total of 8 industrial properties forming part of the Council's commercial property portfolio, subject to agreement with the third party interests, and subject to the disposals and acquisitions policy criteria being met. All potential acquisitions to also meet the Council's acquisition criteria set out in 6.12 below, and to be in accordance with the financial thresholds and further analysis required as set out in the Exempt report.
3. To note that on provisionally agreeing terms to acquire each of the third party interests a full business case to be brought to Cabinet for approval to the acquisition within the agreed budgetary framework.

## **Reasons for decision**

As part of the Council's Asset Management Plan the commercial portfolio is under review to ensure that it is performing well financially and to ensure that it is possible to maximise its impact on the socio-economic well-being of the Borough. The industrial portfolio includes some established industrial estates and properties. This review covers eight of the industrial properties where it may be possible to increase the Council's income and improve the Council's ability to use these properties to support future economic growth and achieve planning aims, in particular in the Tottenham area.

Haringey is an established location for small and medium scale manufacturing activities. There is a strong demand for industrial properties nationwide and this sector of the property market is set to continue to be buoyant. The industrial property market in Haringey reflects this strong performance. This supports business growth and employment in the Borough.

Occupation of the Council's industrial properties is mainly by independent businesses in relatively small spaces. This nature of occupation with relatively small unit sizes and high number of independent operators has been identified as a key advantage for the Haringey industrial property market. Another key advantage that makes Haringey a good location for industrial properties is the trunk road connections within the borough, which combines with its good public transport network.

The Council pays a significant amount of rent to its direct landlords as ground rent. The proposal to acquire the freehold interests in the industrial properties represents an opportunity for the Council to acquire full control of the properties and deploy the additional rental income into its Medium-Term Financial Strategy. Acquiring freehold interests and intermediate headleases would mean the Council would no longer pay ground rent.

Subject to further review, it may be possible for the Council to refurbish or significantly remodel and further develop some of the properties in future to increase the supply of industrial properties in the Borough and improve the quality of available stock. That level of investment may be difficult to make without holding the freehold interests.

#### **Alternative options considered.**

The alternative option to the proposed acquisition is for the Council to continue with the current position i.e., not purchasing the freehold and intermediate headlease interests. This option is the default position for the properties should it not be possible to acquire by agreement. It is not preferred, for the following reasons.

- The acquisitions would give the Council more control over these properties which will enable the Council to protect the employment and industrial uses as well as give the Council the ability to invest in future to increase the industrial and its quality within the borough.
- The proposed acquisitions meet the Council's acquisition criteria and is considered financially viable.
- The additional revenue income from ground rent savings has been included in the Council's Medium Term Financial Strategy.
- Lost opportunity for greater economic, planning and regeneration through future investment opportunities if the Council does not have full ownership of its portfolio.

However, the acquisition programme is subject to both negotiations and meeting the financial criteria and should this result in the inability of the Council to proceed with any individual acquisition, this option will need to be the default position and the Council would then need to work with the other interests to see whether the portfolio can be improved to support the Council's economic growth and regeneration strategies.

Further information on the options is set out in the exempt part of this report.

#### **445. APPROVAL OF CONSTRUCTION CONTRACT AT ANTILL ROAD CAR PARK - LAND BETWEEN 39-41 ANTILL ROAD N15**

The Cabinet Member for Housing and Estate Renewal introduced the report which sought Cabinet's approval, considering consultation with local residents, to build a



new three-bedroom Council home for Council rent on Council land that is currently in use for car parking.

To achieve this, Cabinet were being asked to agree that the Council should appropriate the land, first for planning purposes and then on completion for housing purposes; and in light of a formal tender process to award a construction contract to a locally based firm, Cuttle Construction Limited.

Further to considering exempt information at item 28,

### **RESOLVED**

1. To consider the responses to the consultation carried out on this proposed scheme in line with section 105 of the Housing Act 1985, as set out in paragraphs 6.5 to 6.8 of this report.
2. To approve the appointment of Cuttle Construction Limited to undertake the new build works to provide a total of one Council rented home at Antill Road for a total contract sum of £274,202 and to approve the client contingency sum set out in the exempt part of the report.
3. To approve the appropriation of the land at Antill 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 it is no longer required for the purpose which it is currently held, and for the purpose of carrying out development as set out in part 6 of this report.
4. To approve 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 Antill Road development, under planning permission Ref: HGY/2020/1480.
5. To delegate 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.
6. To approve the appropriation of the land at Antill 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.

### **Reasons for decisions**

The land at Antill Road was approved by Cabinet in July 2019 to be included in the Council's housing delivery programme. The scheme has subsequently been granted planning consent and is ready to progress to construction. This report therefore marks the third, and final, Members' decision to develop on this site.

Cuttle Construction Limited has been identified by a formal tender process to undertake these works.

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 one new Council home at Council rent.

The site proposal will improve security for new and existing residents and alleviate potential anti-social behaviour attracted to the site by an open unsecured car park.

#### **Alternative options considered.**

It would be possible not to develop this site for housing purposes. However, this option was rejected as it does not support the Council's commitment to deliver a new generation of Council homes.

This opportunity was procured via a competitive tender through the Dynamic Purchasing System (DPS) JCT Design & Build 2016 amendments, the recommended route for a contract of this value. An alternative option would have been to do a direct appointment, but this option was rejected due to the estimated contract value of the scheme and to give opportunities for local small to medium size contractors to submit a tender.

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

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.

**446. MINUTES OF OTHER BODIES**

**RESOLVED**

To note the minutes of the Cabinet Signing held on the 15 January 2021.

**447. SIGNIFICANT AND DELEGATED ACTIONS**

Noted that Councillor Gordon would write to the Director for Housing , Planning and Regeneration to put forward queries on the delegated decisions in relation to the Tottenham area.

**RESOLVED**

To note the delegated decisions taken by Directors.

**448. NEW ITEMS OF URGENT BUSINESS**

None

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

**RESOLVED**

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

**450. AWARD OF CONTRACT FOR THE PROVISION OF BUNDLED HOURS HOME SUPPORT AND REABLEMENT SERVICE**

As set out at Minute 443.

**451. COMMERCIAL PROPERTY PORTFOLIO REVIEW - INDUSTRIAL PROPERTY STRATEGY AND PROPOSED ACQUISITION OF THIRD PARTY INTEREST**

As set out at minute 444.

**452. APPROVAL OF CONSTRUCTION CONTRACT AT ANTILL ROAD CAR PARK - LAND BETWEEN 39-41 ANTILL ROAD N15**

As set out in the exempt minutes and minute 445.

**453. EXEMPT MINUTES**

**RESOLVED**

To approve the exempt minutes for the meeting held on the 19<sup>th</sup> of January 2021.

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

None

CHAIR: Councillor Joseph Ejiofor

Signed by Chair .....

Date .....

**Report for:** Cabinet – 9 March 2021

**Title:** 2020/21 Finance Update Quarter 3 (Period 9)

**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 3 (Period 9) 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 Full Council in February 2020 took actions to de-risk the base budget position as far as possible within the resources available. This mainly focussed on addressing the on-going demand pressure in the Adults services but also the writing out of limited savings deemed no longer achievable. Since the budget was agreed, the lock-downs and other Government directed actions taken in response to the Covid-19 pandemic have significantly impacted on the Council's agreed Budget and Borough Plan delivery.
- 1.3 The forecasts provided in this report are as up to date as possible and, where relevant, differentiate between the impact of Covid-19 on agreed budgets and MTFS savings as distinct from other base budget issues. The former are based on the most recent (January 2021) return to central government (i.e. at month 9 of the financial year). There still remains uncertainty about the eventual impact of the pandemic on the final 2020/21 outturn position, not least associated with the identification of new variants and more positively, the rollout of the vaccine. It must also now be recognised that we will continue to be impacted by the pandemic into the next financial year. The financial planning work undertaken to set the 2021/22 Budget continued as normal to identify and respond to issues and risks within local control but, as regards the pandemic, continues to assume that these will be met by central government.
- 1.4 The overall forecast General Fund year end position has improved by c.£2m and now stands at £42.9m (Qtr2 £44.6m). The forecast budgetary impact of C19 has remained largely constant since last reported, at £38m. When totalling the un-ringfenced emergency grant funding received and the estimated compensation from lost sales, fees and charges income, the unfunded forecast C19 impact remains consistent with Qtr2 at £3.6m which the authority still expects to be met via further government support.

- 1.5 The non-C19 General Fund related pressure has decreased to £4.5m (£5.9m Qtr 2), largely due to improved income projections, which is a positive direction of travel. It remains the assumption that Directors will continue to identify measures to mitigate this down further before the end of the financial year. Any residual pressure will be met from utilisation of the budget contingency.

## 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. It is critical that I keep Cabinet, all elected members and our residents and businesses informed of this impact but also our response to this pandemic.
- 2.2 Further specific grants have been received from central government since my last report which is welcome but, as can be seen clearly from the tables at the start of this report, officers continue to forecast a gap between the estimated impact on our budgets and the government funding provided. The rollout of the vaccine and the recently announced roadmap for lifting the lockdown in England is positive news however there will continue to be great uncertainty over the coming months so I will therefore re-emphasise now that we fully expect ministers to stand by their statements that government stands ready to do whatever is necessary to support councils in their response to coronavirus.
- 2.3 The report also provides a forecast of non-Covid19 related pressures which I am pleased to report have come down since the last quarter and I know that Lead members will continue to work closely with officers to identify and implement strategies to mitigate against these across the final quarter of the year.
- 2.4 We have been through 10 years of financial austerity and look set to face further significant turbulence on the back of the continuing pandemic and the impact of Brexit as we wait to see how this will impact on the UK economy. It therefore remains critical that we maintain our 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.

## 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 £8.1m (Q2 £9.8m). 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 £4.2m (Q2 £4.2m) overspend (Section 6, Table 2, and Appendix 2).

- 3.4. Note the net DSG forecast of £6.5m (Q2 £5.3m) 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 £7.7m (47%) (Q2 £7.3m (45%)) 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 5 and note the forecast expenditure of £198m (£218m Qtr2) in 2020/21 which equates to 37% (40% Qtr2) of the revised capital budget (Section 9, Table 5 and Appendix 4).
- 3.7. To approve the budget virements and receipt of grants as set out in Appendix 5.
- 3.8. To note the debt write-offs approved by officers in Quarter 3 2020/21 (Appendix 6) and approve the >£50,000 debt write-offs (Appendix 6a).

#### **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**

- 6.1.1 As underlined in the two Finance Update reports presented to Members this financial year, the pandemic has had a bigger impact on the Council's service delivery and therefore its in-year budget position than anything for decades. These reports also set out the Government funding allocated to Haringey to date and officer's assumptions and forecasts of further support at least to the end of this financial year. The following paragraphs provide an update since the Qtr 2 report.

##### **6.2 Updates since December Cabinet**

#### **Reporting to MHCLG:**

- 6.2.1 The Council has submitted a further two C-19 returns to MHCLG, the latest of which was submitted on 29 January (Round 9). This return forms the basis for the C-19 reported pressures contained in this report. It is expected that two further returns will be submitted this financial year and it is likely that MHCLG will continue to request some level of reporting into 2021/22.
- 6.2.2 The first claim to MHCLG under the Government's Sales, Fees & Charges (SFC) Compensation scheme was submitted on 30 September for which a payment of £4.986m has been received. The second claim was submitted on 18 December with payment expected to be received during February. The final claim will be completed in April. The Council is still forecast to receive circa £8m from this scheme in 2020/21.
- 6.2.3 It should be noted that the scheme does not cover the full loss; Councils are expected to bear the first 5% with Government compensating Councils for 75% of the remainder. The scheme also excludes income losses related to rental income.
- 6.2.4 The Spending Review 2020, announced in November, confirmed the extension of this SFC compensation scheme until the end of June 2021.

**Funding / Government Support for Haringey:**

- 6.2.5 No further un-ringfenced emergency grant funding has been received since the Qtr2 report to Cabinet but government has allocated further tranches of more specific grants such as Test and Trace, paid to residents told to isolate. It is also expected that further allocations of Contain Outbreak Management Fund (COMF) will be announced.
- 6.2.6 A full list of grants allocated to Haringey since the start of the pandemic can be found in Appendix 7. This includes un-ringfenced, specific, business rates relief (Section 31) and grant to be passported to local businesses which Haringey is administering.

**6.3 Corporate Financial Overview**

- 6.3.1 The value of un-ringfenced emergency grant funding received from Government to date, to offset the additional expenditure incurred as a result of the pandemic, now stands at £26.74m. As outlined above, two of the three returns have been submitted to MHCLG in relation to the SFC compensation scheme and the total estimated compensation is still estimated at around £8.0m. Other, more specific grants will also impact on the final outturn forecast in this report. The majority have been provided for specific purposes; others allow for local discretion such as the Hardship Fund and the COMF.
- 6.3.2 While the monthly Covid financial implication returns made to the MHCLG by the Council nominally describe how this Emergency grant is being applied by the Council, it is 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.
- 6.3.3 As there is still uncertainty about Government support, 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.



6.3.4 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.

6.3.5 In summary, and as highlighted in Table 1b below, before taking into account the Emergency grant, the Council's overall Quarter 3 finance position (including the HRA and DSG) is a projected gross overspend of £53.7m (Q2 £54.1m) for the year. The General Fund element (excluding DSG) is a gross £42.9m (Q2 £44.6m), which reduces to £8.1m (Q2 £9.8m) when taking into account known and estimated levels of announced Covid funding. The main drivers of the change are a reduction in forecast non-Covid 19 pressures predominately due to improved income forecasts.

6.3.6 Table 1a 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 3 2020/21**

Priority	Revised 2020/21 Budget	Non Covid Pressure/ (Reductions)	Non MTFS Covid Challenges	2020/21 MTFS Savings Pressures - Covid	Total Covid Pressures	Q3 Total Variance	P6 (Q2) Total Variance	Movement P6 (Q2) to P9 (Q3)
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Housing	17,269	0	721	526	1,247	1,247	4,283	(3,036)
People - Children's	63,224	2,583	3,207	1,150	4,357	6,940	7,702	(762)
People - Adults	88,065	(98)	4,653	1,957	6,610	6,512	6,374	138
Place	32,821	1,676	13,476	1,558	15,034	16,710	13,713	2,997
Economy	5,331	569	4,698	525	5,223	5,792	7,141	(1,349)
Your Council	35,582	(229)	4,823	1,064	5,887	5,658	5,371	287
<b>General Fund Total (before DSG)</b>	<b>242,292</b>	<b>4,501</b>	<b>31,578</b>	<b>6,780</b>	<b>38,358</b>	<b>42,859</b>	<b>44,584</b>	<b>(1,725)</b>
DSG	0	6,550	0	0	0	6,550	5,305	1,245
External Finance	(242,292)	32	0	0	0	32	32	0
<b>General Fund Total</b>	<b>0</b>	<b>11,083</b>	<b>31,578</b>	<b>6,780</b>	<b>38,358</b>	<b>49,441</b>	<b>49,921</b>	<b>(480)</b>
HRA	0	216	4,017	0	4,017	4,233	4,177	56
<b>Haringey Total</b>	<b>0</b>	<b>11,299</b>	<b>35,595</b>	<b>6,780</b>	<b>42,375</b>	<b>53,674</b>	<b>54,098</b>	<b>(424)</b>

6.3.7 Table 1b below summarises the current forecast impact on budgets for 2020/21 after taking into account un-ringfenced emergency grant allocated to date and estimated income loss compensation grant; the latter is still an estimate. The £3.62m unmet Covid-19 financial impact identified as (a) is still assumed to be covered by Government.

**Table 1b – General Fund Forecast for Q3 2020/21**

	Qtr3	Qtr2	Movement
General Fund	2020/21	2020/21	2020/21
	(£m)	(£m)	(£m)
Covid Pressure	38.36	38.66	0.30
Less: Un-ringfenced Emergency Grant received	(26.74)	(26.74)	0.00
Less: Income Loss Compensation Grant estimate	(8.00)	(8.00)	0.00
<b>(a) Government Funding Assumed</b>	<b>3.62</b>	<b>3.92</b>	<b>0.30</b>
<b>(b) Residual Non-Covid Pressure / (Surplus)</b>	<b>4.50</b>	<b>5.92</b>	<b>1.42</b>
<b>TOTAL Covid (a) + Non-Covid (b)</b>	<b>8.119</b>	<b>9.840</b>	<b>1.721</b>

6.3.8 It must be stressed that these figures represent 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. Equally, should the measures required to address the pandemic over the remaining months of the year exceed our current estimates, the forecast impact will worsen.

6.3.9 Regarding the forecast £4.50m residual base budget pressure identified as (b) in Table 1b, the assumption is that Directors will continue to identify measures to mitigate this as far as possible; any residual pressure will be met from utilisation of the budget contingency.

#### **6.4 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.

#### **6.5 PEOPLE: CHILDREN'S & SCHOOLS Over budget £6.940m (Q2 £7.702m)**

6.5.1 The budget for Children's and Schools is £63.224m and at the end of Period 9, the service is forecast to spend £70.164m, indicating a pressure of £6.940m. This represents a £0.510m favourable movement against the forecast provided in Q2 when an overspend of £7.702m was forecast.

6.5.2 A large proportion of the budget pressure of £6.940M relates to a COVID-19 pressure of £3.199M and a further adverse impact of £1.567m slippage in savings delivery due to Covid-19. This has been driven by a significant increase in social care activity and loss of income across a few services such as Pendarren and Children's Centres. The remaining £2.2m adverse variance is made up of additional numbers and unit cost increases for placement costs and SEND transport.

6.5.3 The main factor driving the movement between Quarter 2 and Quarter 3 relates to revised estimates on the risks on income because of COVID-19 and further revisions on the cost of SEN and Disabled children services.

#### **6.6 PEOPLE : ADULTS & PUBLIC HEALTH Over budget £6.512m (Q2 £6.374m)**

6.6.1 Adults and Public Health is forecasting an adverse variance of £6.512m (Q2 £6.374m) on a budget of £88.083m. This represents an increase of £0.138m. The main driver for the overall movement of £0.138m is an increase in additional care package costs as a result of COVID-19.

6.6.2 Adult Social Care, the Q3 adverse variance is £4.944m (Q2 £4.741m), which is comprised of £3.404m of COVID-19 related expenditure and £2.013m savings slippage. This is offset by a favourable variance of £0.473m due to a delayed transition to new homecare contracts.

6.6.3 Adults Commissioning overall variance at Q3 is £1.515m (Q2 £1.600m). This is comprised of £1.153m COVID-19 related expenditure and additional support to

voluntary and community sector (VCS) and £0.500m additional brokerage expenditure incurred to deliver client contribution income.

- 6.6.4 Adults Public Health is projected to break even with additional COVID-19 related expenditure being met by specific government grants.
- 6.6.5 There is an additional COVID-19 expenditure of £7.056m caused by the significant increase in the Council's activities relating to the COVID-19 response. This expenditure is funded by specific COVID-19 grants and recharges to CCG and consequently has a net nil variance in budget forecast.
- 6.6.6 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. Dealing with COVID-19 continues to create unforeseen pressures on the service which ASC and health partners are dealing with. The impact and pressure are likely to change over the coming months as we begin to understand long-term implications of COVID-19. This poses additional risks to the budget position for 2020/21 and beyond.

## **6.7 PLACE**

**Over budget £16.710m (Q2 £13.713m)**

- 6.7.1 Place Priority is showing a worsened position of £2.997m over the forecast presented in Qtr2. This is predominantly due to a deterioration in the forecast parking income (£2.6m) as a result of the 3<sup>rd</sup> lockdown which is expected to lead to a significant reduction in the volume of traffic in the borough.
- 6.7.2 The Community Safety, Waste & Enforcement overspend position has improved mainly from increases to external waste income such as SPI's, green waste and schools and specific C19grant allocations such as COMF and Surge Enforcement, partly off-set by a worsened position on anti-social behaviour (ASB) fixed penalty notice (FPN) income and increased coroners costs.
- 6.7.3 The Parks & Leisure overspend position has worsened mainly due to additional pressures from the current lockdown such as compliance measures in Parks and additional support to Fusion. These have partly been off-set by specific COMF C19 grant allocations.
- 6.7.4 The Soft FM overspend position was previously reported in the Economy priority (£0.760m Qtr2). Due to additional requirements for security and cleaning across the council portfolio this position has worsened by £0.1m over the last quarter, a continuation of the increase in such costs over budget during the course of the year.
- 6.7.5 The Alexandra Park and Palace Charitable Trust forecast remains in line with the Qtr 2 position. 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 as well as an additional £2.9m from the Culture Recovery Fund to maintain operations.

**6.8 ECONOMY****Over budget £5.792m (Q2 £7.141m)**

- 6.8.1 Economy is forecasting an adverse variance of £5.792 for Qtr 3 Budget Monitoring. The underlying key pressure remains the impact of Covid-19 which has added costs but, more significantly, has impacted key income streams such as planning and building control.
- 6.8.2 Of the £1.349m improvement this quarter, £0.760m is due to Soft FM services transferring from Economy into Place along with the associated overspends on security and cleaning. The remainder is due to improved income forecasts in Planning (£0.370m) and Regeneration and Economic development (£0.220m).
- 6.8.3 Corporate contracts in this area are being closely monitored with HfH and are subject to fluctuations due to further health and safety issues coming to light in the Corporate buildings.

**6.9 HOUSING (General Fund)****Over budget £1.247m (Q2 £4.283m)**

- 6.9.1 Housing Priority forecasts a net adverse variance of £1.247m which represents a £3.04m reduction from the quarter 2 forecast. This reduction is largely due to homelessness rough sleeping grant received in the quarter, which has been used to mitigate the forecast expenditure. The remaining £1.247m is effectively the additional spend on C19 that has not been offset by government grant to date.
- 6.9.3 There are initiatives in place to both reduce costs and TA demand. While these initiatives have commenced some, such as CBS and Capital Letters, have slowed down due to COVID and it should also be noted that there are Temporary Accommodation costs of £4.2m above budget. This year this cost is fully offset by the application of Flexible Homelessness Support Grant (FHSG).

**6.10 HOUSING (Housing Revenue Account - HRA)****Over budget £4.2m (Q2 £4.2m)****Table 2 – HRA Budget Forecast (Quarter 3)**

<b>2020/21 - (Q3 v Q2)</b>							
	2020/21 Revised Budget	Q3 2020/21 Forecast	HRA Projected Variance - directly related to Covid19	HRA Projected Variance - inherent base budget variance	Q3 2020/21 Forecast Variance	Q2 2020/21 Forecast Variance	Forecast Variance Movement Q3 v Q2
HRA BUDGET 2020/21	£000's	£000's	£000's	£000's	£000's	£000's	£000's
UE0721 Managed Services Income TOTAL	(105,513)	(104,877)	0	635	635	367	269
UE0722 Managed Services Expenditure TOTAL	11,312	14,886	3,816	(242)	3,574	3,610	(36)
UE0731 Retained Services Expenditure TOTAL	82,604	82,629		24	24	200	(175)
<b>Surplus HRA Services (within Retained)</b>	<b>11,596</b>	<b>11,596</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Balance of HRA Account (assumed Government Funding)</b>	<b>0</b>	<b>4,233</b>	<b>3,816</b>	<b>417</b>	<b>4,233</b>	<b>4,177</b>	<b>57</b>

6.10.1 The Qtr3 HRA forecast is in line with the position presented in Qtr2 with the overspend largely due to the impact of COVID-19 on income collection. The Q3 forecast figures include a revised downwards forecast estimate of tenants unable to meet their rental payments as a consequence of the pandemic. To date the Council has not received notification of any support from Government to mitigate this estimated loss.

## **6.11 YOUR COUNCIL**

**Over budget £5.658m (Q2 £5.371m)**

6.11.1 The Qtr 3 forecast overspend is caused by £1.064m delay in delivering agreed MTFS savings due to Covid-19, £4.823m direct additional costs or lost income arising from Covid-19 and a net £0.229m reduction in base budget spend. Overall, this is a small increase in budget pressure of £0.287m from the Q2 position. This movement is explained below.

6.11.2. There has been an increase of £0.3m in Covid-related projections, the key changes being further projected loss of Council Tax and NNDR Court Cost income (£0.3m), further loss of London Construction Programme (LCP) fee income (£0.3m) and increased Covid related bad debt pressures (£0.4m). These additional pressures have been offset by the removal of the anticipated pressure on the Discretionary Housing Payment budget (£0.6m and an increase in MTFS savings achieved within the Customer First programme (£0.1m).

6.11.3 The projected £0.2m base budget underspend remains in line with the Qtr2 forecast.

## **6.12 Debt and Write Offs**

6.12.1 Appendix 6 provides a summary of the debts under £50,000 written off in Qtr3. These have been approved by the Director of Finance under his delegated authority and all are adequately provided for.

6.12.2 Under Haringey's constitution debts of £50,000 or more require the approval of the Cabinet member for finance or Cabinet. This quarter there are 3 such debts being recommended for approval. These have arisen for different reasons and all available recovery action has been undertaken. All are fully provided for and as per appropriate accounting practice, this position needs to be recognised in the Council's accounts and the debts written off. The detail surrounding each of these debts is set out in Appendix 6a.

## **7 Dedicated Schools Grant (DSG)**

**Over budget £6.550m (Q2 £5.304m)**

7.1 The DSG budget is forecasting an in year overspend of £6.550m and an adverse movement of £1.2m since quarter 2 as highlighted in the table below, showing the pressure within the High Needs Block (HNB).

**Table 3 – DSG Position Quarter 3**

Blocks	Opening DSG at 01/04/20	Schools Forum agreed trf between blocks	Revised Reserves at 01/04/20	Q3 Forecast Outturn Variance	Closing DSG Reserves at Q3 2020-21	Closing DSG Reserves at Q2 2020-21	Net movement in period
Schools Block	0	0	0	0	0	0	0
Central Block	10,260	0	10,260	7,994	18,254	10,294	7,960
High Needs Block	10,066,960	0	10,066,960	6,493,183	16,560,143	15,322,900	1,237,243
Early Years Block	107,530	0	107,530	48,857	156,387	156,387	0
<b>Total</b>	<b>10,184,750</b>	<b>0</b>	<b>10,184,750</b>	<b>6,550,034</b>	<b>16,734,784</b>	<b>15,489,581</b>	<b>1,245,203</b>

- 7.2 The pressure on the DSG budget is acknowledged by government as a national issue. The outcome of the Government's SEND Review will influence policy (and budgets) and will factor into any future deficit recovery plans. This still is awaiting publication. The School's Forum is aware of the need to produce a Deficit Recovery Plan as a matter of good financial practice in preparation for the expected contact from the DfE.
- 7.3 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 above, there remains a significant pressure within the High Needs Block (HNB). The main cost driver for the HNB is the rising number of children whose special education needs have been assessed as needing support as set out in their education, health and care plans. As a result of this we have seen an increase in schools receiving additional top up funding to support children in their settings and this latest adverse movement reflects the changing numbers of children. An additional 279 places/pupils were added to the SEND Top Up list between April and November 2020.
- 7.4 The change to EHCP conditions where support is provided to a wider age group (0 – 25 years) mean the potential spend for individual cases could last 25 years.
- 7.5 The Covid factor should not be ignored as SEND have noticed Social, Emotional and Mental Health SEMH cases were already on the increase and now this maybe exacerbated further by the pandemic.
- 7.6 Although this is a national funding issue, the service is working with schools through the Schools Forum on a recovery plan to identify areas where costs could be reduced. There are complex system issues to address and these will need to be agreed with Schools Forum throughout the year for implementation in September 2021.
- 8 MTFS Savings Delivery**
- 8.1 Officers continue to monitor delivery of all agreed MTFS savings as part of their monthly budget monitoring processes. The table below highlights the forecast delivery of the current year's (2020/21) 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	1,111	0	1,150	0	1.150m delay due to covid issues: Edge of Care 0.735m; Safeguarding 0.250m Fostering 0.134m; SEND transport 0.214m Pause Project 0.111m and Foster Carer Room 0.193m Savings over achieved (0.487m)
People : Adults*	5,969	2,983	0	1,957	1,029	Covid: Haringey Learning Partnership 0.889m; Mental Health saving 0.464m; transfer of High Cost Day Care 0.506m; In House Negotiator 0.344m; CCG Related savings 0.287m; Early prevention 0.285m; Carers support 0.036m; Outcome & reenablement 0.175m
Place	3,023	17	1,448	1,558	0	Covid: Parking Transformation 1.466m; Litter enforcement 0.065m; Waste Service Programme 0.210m; Debt recovery 0.500m; charges for highest emitting 'petrol' vehicles 0.062m; enforcement of wgt limit 0.004m and over performance (0.844m)
Economy	980	555	40	525	-140	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	382	268	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	1,813	57	1,064	0	Covid Slippage: FOBO 0.877m; Advertising Income 0.115m; CPMO /Comms Saff 0.072m
<b>TOTAL</b>	<b>16,343</b>	<b>6,861</b>	<b>1,813</b>	<b>6,780</b>	<b>889</b>	

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

## 2021/22 – 2024/25

8.2 Services also continue to monitor deliverability of agreed savings for 2021/22 and beyond. Particularly in the light of the significant impact of Covid-19 on delivery of the current years savings highlighted in the table above, services have reviewed both current years slipped savings and also savings starting from 2021/22 in order for this to be considered and where necessary addressed as part of the annual financial planning process. The 2021/22 proposed budget and MTFS assume £2.9m is delayed, but still delivered in full while £1.4m is written out as no longer deliverable. Progress across the remainder of the year will continue to be tracked carefully.

## 9 Capital Expenditure Forecast at Quarter 3

The capital programme is currently forecasting to under spend by £334.207m (63.4%) which is an increase in the forecast underspend of £19.6m when compared to quarter 2. Table 5 below compares the revised quarter 3 budget to the forecast outturn.

Table 5

Priority	2020/21 QTR.2 Budget	Adj	2020/21 QTR.3 Budget	2020/21 Qtr. 3 Forecast Outturn	2020/21 Qtr. 3 Outturn Budget Variance	Movement in Variance from last Quarter
	£'000	£'000	£'000	£'000	£'000	£'000
People (Children's)	31,235	1,921	33,157	17,447	(15,710)	(8,632)
People (Adults)	17,863	318	18,181	4,240	(13,940)	278
Place	44,388	3,840	48,228	28,832	(19,396)	(3,566)
Economy	116,536	1,135	117,671	22,461	(95,210)	(27,270)
Housing (GF)	10,698	0	10,698	0	(10,698)	0
Your Council	34,425	(6,707)	27,718	11,755	(15,962)	(6,111)
<b>General Fund Total</b>	<b>255,145</b>	<b>507</b>	<b>255,652</b>	<b>84,736</b>	<b>(170,916)</b>	<b>(45,301)</b>
Housing (HRA)	287,136	0	287,136	113,845	(173,291)	25,684
<b>Total</b>	<b>542,281</b>	<b>507</b>	<b>542,788</b>	<b>198,581</b>	<b>(344,207)</b>	<b>(19,617)</b>

### 9.1 People (Children's Services)

There is a net budget increase of £1.92m which is largely the result of transferring the Pendarren project to this service area. The service is reporting an underspend of £15.7m, which is an adverse movement of £8.63m when compared to Q2. The programme is experiencing significant slippage due to Covid-19 which is preventing a lot of projects from proceeding. The effect of Covid-19 is impeding the progression of options appraisals through not being able to undertake site visits. There are also difficulties in the contractor supply chains which is also increasing the time that projects are taking to both start and finish. However, it is anticipated that, subject to any further lockdowns, that there will be significant spend in the next financial year.

### 9.2 People (Adults)

Additional funding of £0.318m reflects an increase in the disabled facilities grant allocated in-year. The current projected outturn is £4.240m which leads to a variance of £13.940m. This represents an improvement of £0.3m on the position as reported in quarter 2. This programme is also adversely impacted by Covid-19. However, it is expected that expenditure will pick up in the new financial year as the Canning Crescent and the Osborne Grove Nursing Homes projects get underway.



### 9.3 Place

There is a net increase in this budget of £3.84m. The majority of the increase relates to the transfer in of resources from other schemes in the approved capital programme to purchase the lease of the New River Stadium. There were further transfers in of £0.25m for the JLAC scheme and £0.25m for the School Streets scheme. The current projected outturn is £28.832m, a variance of £19.396m. This is a reduction of £3.566m compared to the quarter 2 position. The two largest contributory factors are the Marsh Lane project and the Libraries IT and Building Upgrades project which are forecasting lower outturns by £1.7m and £1.2m respectively. There are a range of offsetting increases and decreases in the forecast outturn that contribute to the rest of the variance between quarters.

### 9.4 Economy

There is a net budget increase of £1.135m which is the in-year movement of the Wood Green HQ scheme (£3.1m) from Your Council and the movement of the Pendarren scheme (£1.972m) to Children's Services.

The current projected outturn is £22.461m which is a variance of £95.21m. The revised forecast outturn is £27.27m less than the position as at quarter 2. The main contributors to the reduction are: the HRW scheme which is forecasting to spend £7m less due to lower in year levels of acquisitions; site acquisition £4m lower as there have been less sites available to acquire; Wood Green Regen 2 at £4m which has slipped due to Covid-19 and not being able to progress schemes; acquisition of headleases programme, £5m, is not expected to spend in this financial year. There are range of smaller improvements and reductions that make up the balance of the £25.27m.

### 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 for this financial year.

### 9.6 Housing HRA

There are no budget adjustments for the HRA capital programme. The programme has improved its forecast outturn by £25.7m when compared to the quarter position. The main areas of improvement are: new homes acquisition at £30.5m which reflects the improved delivery on the Welbourne scheme and 1a Ashley Gardens; and existing homes acquisition has improved its forecast by £4.9m due to a higher forecast number of acquisitions of homes for leasing to the HCBs. These improvements have been offset by are reduction in; BWF where there has been fewer purchase of leaseholder properties (£1.2m); Improvement works where projects have been delayed by Covid-19 (£6m); and the new homes build programme has slipped slightly (£1.9m).

### 9.7 Your Council

The overall budget has reduced by £6.707m, which relates to the transfer the transfer of; £1.1m from the contingency to assist in funding the acquisition of the New River Stadium; £2m transfer from the Responsiveness Fund to assist in the acquisition of the New River Stadium; moving the Wood Green HQ budget of £3.1m; £0.25m transfer from contingency to the JLAC scheme; and £0.25m transfer from the Covid-19 contingency to the School Streets scheme. The projected outturn is £11.755m with an in-year variance of £15.962m which is a decrease of £6.11m from quarter 2. The reason

for the movement is primarily related to a reduction in the forecast outturn of £3.7m in the Asset Management of Council Buildings which in large part attributable to the impact of Covid-19. The other contributory factor is the technical movement in the approved capital programme contingency of the transfers outlined above but this is not reflective of a performance.

## 10 Statutory Officers Comments

### Finance

- 10.1 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.
- 10.2 This report, and the preceding finance reports to Cabinet since the pandemic began, continue to make clear that it is expected that government will provide the required financial support to cover the impact it has had on the Council's budgets. Further specific grants have been received since the Qtr3 report, as well as receipt of the first SFC compensation payment however, a forecast gap still remains and there continues to be uncertainty over the final financial burden on the council this financial year. It must also be stressed that there have still been no announcements about government support to the HRA which, as this report continues to highlight, is forecast to be impacted through lost rental income.
- 10.3 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 Council's General Fund unearmarked balance is £15.8m for the start of 2020/21. In the regular returns made to MHCLG the Council continues to advise 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.
- 10.4 It is positive that the forecast overspend from non-Covid related pressures has reduced since the last report, but further focus is required by all services across the last quarter to bring the position back to budget as far as possible to minimise any further pressure on the overall resources available to the authority.
- 10.5 The position of the Dedicated Schools Grant continues to be of concern to Haringey, and this report shows the in year forecast has moved adversely. The Council projects that its cumulative DSG deficit will be a negative balance in excess of £16m, which will be carried forward into 2021/22, largely owing to overspends in the High Needs Block in the last 3 years. This is a national issue with many Councils in a similar position to Haringey. Whilst the government's clarity that DSG is now a ringfenced fund which will not currently become a pressure to the general fund is helpful, this is a significant deficit balance to hold within the Council's balance sheet. Local action by the Council will be developed to help mitigate the position, however this in itself will not be sufficient to address the overspend position. The issues faced by the sector require a systemic review of funding from the government, including funding or mechanisms to rebalance carried forward deficits.

### **Strategic Procurement**

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

### **Legal**

- 10.7 The Head of Legal & Governance (interim) has been consulted in the preparation of this report and makes the following comments.
- 10.8 The Council is under a duty to maintain a balanced budget. **A statutory duty is placed on the Council pursuant to** Section 28 of the Local Government Act 2003 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 in order to achieve a balanced budget. This could include action to reduce spending, income generation or other measures to bring budget pressures under control for the rest of the year. However, the Council must act reasonably and in accordance with its statutory duties and responsibilities when taking the necessary action to reduce the overspend.
- 10.9 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**

- 10.10 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.
- 10.11 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 10.12 The report provides an update on the Council's financial position at Q2 of the 2020/21 financial year. The report details budget variances, including those arising as a result of forecast non-achievement of Cabinet approved MTFS savings and the impact of COVID-19 on the Council's financial plans.
- 10.13 The proposed decision is to note and approve the budget adjustments and virements as described.
- 10.14 The report highlights increasing demand for services and budgetary pressures on People Services for both children and adults. This reflects the disproportionate impact that the pandemic has had on equality groups and vulnerable residents across the borough.

- 10.15 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 2020.
- 10.16 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 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 & 6a – Debt Write Off  
Appendix 7 – Covid-19 Related Grant Support

**12 Local Government (Access to Information) Act 1985**

- 12.1 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 P9

## Appendix 1

PRIORITY		Revised 2020/21 Budget	Q3 Outturn Forecast	Q3 Forecast to Budget Variance	Q2 Forecast to Budget Variance	Movement in Variance from Q2 to Q3
PEOPLE : CHILDREN'S		63,224,026	70,164,491	6,940,465	7,701,908	-761,443
PEO_CY_CH.PR	Childrens	50,782,732	57,571,274	6,788,542	7,255,902	-467,360
PEO_CY_COM.PR	Children's Commissioning	3,143,590	3,269,851	126,261	136,251	-9,990
PEO_CY_PH.PR	Children's Public Health	6,004,400	6,003,500	-900	-900	0
PEO_CY_SL.PR	Schools & Learning	3,293,304	3,319,866	26,562	310,655	-284,093
PEOPLE : ADULTS		88,064,694	94,577,410	6,512,716	6,374,393	138,323
PEO_AS_ASC.PR	Adults Social Care	71,857,069	76,801,326	4,944,257	4,741,021	203,236
PEO_AS_COM.PR	Adults Commissioning	4,648,350	6,163,520	1,515,170	1,599,889	-84,719
PEO_AS_PH.PR	Adults Public Health	11,559,275	11,612,564	53,289	33,483	19,806
PLACE		32,821,463	49,531,108	16,709,645	13,712,921	2,996,724
PLA_COM.PR	Environment & Neighbourhood	25,366,996	41,480,373	16,113,377	12,707,070	3,406,307
PLA_COMSIN.PR	Culture and Libraries	5,699,467	5,795,735	96,268	105,851	-9,583
PLA_CFO.PR	Chief Finance Officer (Alexandra P	1,755,000	2,255,000	500,000	900,000	-400,000
ECONOMY		5,330,700	11,122,297	5,791,597	7,141,127	-1,349,530
ECO_PRD.PR	Housing Regeneration & Planning	181,295	172,470	-8,825	-1,350	-7,475
ECO_HSEGWT.PR	Housing	153,700	153,700	0	0	0
ECO_PLAN.PR	Planning Building Standards	2,492,705	4,309,584	1,816,879	2,102,021	-285,142
ECO_PCP.PR	Property & Capital Projects	-1,786,290	1,838,253	3,624,543	4,740,456	-1,115,913
ECO_REGEN.PR	Regeneration & Economic	4,289,290	4,648,290	359,000	300,000	59,000
HOUSING		17,269,065	18,516,156	1,247,091	4,283,177	-3,036,086
AH03.PR	Housing Demand	9,159,203	13,682,228	4,523,025	4,339,537	183,488
AH05.PR	Housing Commissioned Services	-937,704	-5,460,729	-4,523,025	-4,339,537	-183,488
HOU_COMSIN.PR	Commissioning	8,585,374	9,818,725	1,233,351	4,324,116	-3,090,765
HOU_DEN.PR	Environment & Neighbourhood	462,192	475,932	13,740	-40,939	54,679
YOUR COUNCIL		35,582,012	41,240,333	5,658,321	5,370,170	288,151
COU_CFO.PR	Chief Finance Officer	27,283,769	29,745,611	2,461,842	1,954,286	507,556
COU_CG.PR	Corporate Governance	2,559,690	2,771,690	212,000	168,600	43,400
COU_CCS.PR	Corporate & Customer Services	5,482,456	7,632,141	2,149,685	2,774,884	-625,199
COU_CE.PR	Chief Executive	296,050	296,050	0	0	0
COU_SCO.PR	Strategy & Communication	172,955	139,129	-33,826	167,410	-201,236
COU_HR.PR	Human Resources	-221,639	-289,934	-68,295	0	-68,295
COU_IT.PR	IT Digital Services	236,343	524,330	287,987	52,937	235,050
COU_TR.PR	Transformation & Resources	591,348	728,253	136,905	48,527	88,378
COU_SP.PR	Strategic Procurement	-818,960	-306,938	512,022	203,526	308,496
PRIORITY TOTAL		242,291,960	285,151,795	42,859,835	44,583,696	-1,723,861

## 2020/21 - Q3 vs Q2

HRA BUDGET 2020/21	2020/21 Revised Budget	Q3 2020/21 Actual Spend	Q3 2020/21 Forecast	Q3 2020/21 Forecast Variance	Q2 2020/21 Forecast Variance	Forecast Variance Movement Q3 v Q2	NOTES
	£000's	£000's	£000's	£000's	£000's	£000's	
<b>UE0721 Managed Services Income</b>							
H39404 Service Charge Income - Hostels	-320	-221	-320	0	0	0	At Q3 the managed income position is showing an adverse variance of £635k. This is due to a number of minor HRA managed income budget variances combined, including less than anticipated leasehold applications received during the year, due to the current climate. We have reviewed and taken a more realistic approach in forecasting all income budget areas at period 9.
H39002 Rent - Hostels	-1,815	-1,295	-1,715	100	100	0	
H39001 Rent - Dwellings	-82,992	-58,853	-82,834	158	1,669	-1,510	
H39101 Rent - Garages	-857	-580	-813	44	48	-4	
H39102 Rent - Commercial	-753	-750	-778	-25	-25	0	
H39103 CBS - Lease Rental Income	0	1	0	0	-1,434	1,434	
H39201 Income - Heating	-615	-445	-612	3	5	-1	
H39202 Income - Light and Power	-1,064	-773	-1,067	-3	-4	1	
H39301 Service Charge Income - Leasehold	-7,378	-7,133	-7,150	228	8	220	
H39401 ServChgInc SuppHousg	-1,495	-1,075	-1,486	9	0	9	
H39402 Service Charge Income - Concierge	-1,540	-1,008	-1,435	105	-11	116	
H39405 Grounds Maintenance	-2,514	-1,811	-2,500	14	13	2	
H39406 Caretaking	-1,856	-1,346	-1,857	-1	-1	1	
H39407 Street Sweeping	-2,313	-1,676	-2,312	1	0	1	
H40102 Water Rates Receivable	-1	0	0	1	0	1	
<b>UE0721 Managed Services Income TOTAL</b>	<b>(105,513)</b>	<b>(76,965)</b>	<b>(104,877)</b>	<b>635</b>	<b>367</b>	<b>268</b>	
	£000's	£000's	£000's	£000's	£000's	£000's	
<b>UE0722 Managed Services Expenditure</b>							
H31300 Housing Management WG	23	43	52	28	25	4	At Q3 there has been no movement in Bad debt provision, there has been a very minor movement of £16k from p8 to p9 for the HRA managed expenditure budget. Total expenditure variance is forecasted as at p9 is £3.574m.
H32300 Housing Management NT	28	30	38	10	10	0	
H33300 Housing Management Hornsey	0	14	14	14	6	8	
H33400 TA Hostels	251	252	376	125	125	0	
H34000 ST Area Office Manager	0	0	0	0	5	-5	
H34100 Estate Services ST	0	0	0	0	0	0	
H34300 Housing Management ST	10	17	16	7	0	7	
H35300 Housing Management BWF	12	1	4	-8	-8	0	
H36300 Rent Accounts	0	29	0	0	0	0	
H36400 Accountancy	0	4	0	0	0	0	
H37210 Under Occupation	170	37	87	-83	-83	0	
H40001 Repairs - Central Recharges	2	1	2	0	0	0	
H40004 Responsive Repairs - Hostels	385	115	669	284	284	0	
H40101 Water Rates Payable	31	10	31	0	0	0	
H40104 HousMgmntRechg Central	109	0	109	0	0	0	
H40111 Other RentCollection	138	90	138	0	0	0	
H40201 Management Special - BWF	0	0	0	0	0	0	
H40202 Management Special - Nth Tott	0	0	0	0	0	0	
H40203 Management Special - Sth Tott	0	0	0	0	0	0	
H40204 Management Special - Wood Gm	0	0	0	0	0	0	
H40205 Management Special - Hornsey	0	0	0	0	0	0	
H40206 HousMgmntRechg Energ	1,123	845	1,123	0	0	0	
H40208 Special Services Cleaning	3,173	1,902	3,302	129	129	0	
H40209 Special Services Ground Maint	2,065	829	2,065	0	0	0	
H40212 HRA Pest Control	295	35	295	0	0	0	
H40213 Estate Controlled Parking	145	27	78	-67	-62	-5	
H40303 Supporting People Payments	1,852	508	1,010	-842	-852	10	
H40309 Commercial Property - Expenditure	0	25	27	27	0	27	
H40401 Bad Debt Provision - Dwellings	768	0	4,431	3,663	3,663	0	
H40404 Bad Debt Provision - Leaseholders	19	0	240	221	221	0	
H40406 Bad Debt Provisions - Hostels	68	0	0	-68	-68	0	
H40801 HRA - Council Tax	357	306	573	216	216	0	
S14400 Supported Housing Central	289	122	207	-82	0	-82	
<b>UE0722 Managed Services Expenditure TOTAL</b>	<b>11,312</b>	<b>5,244</b>	<b>14,886</b>	<b>3,574</b>	<b>3,610</b>	<b>(36)</b>	
	£000's	£000's	£000's	£000's	£000's	£000's	
<b>UE0731 Retained Services Expenditure</b>							
H25600 Housing Delivery Team	0	893	0	0	0	0	The Retained budget Q3 variance is a £24k variance a movement from p.8 of £176k favourable variance, predominantly due to the removal of the previously reported £200k COVID cost pressure for the company HfH indicated against the ALMO management fee. The Overall HRA budget is indicating a £4,233m variance, a movement for p.9 of £140k favourable adverse variance compared to p.8.
H38002 Anti Social Behaviour Service	608	11	608	0	0	0	
H39601 Interest Receivable	-302	0	-302	0	0	0	
H40112 Corporate democratic Core	598	0	598	0	0	0	
H40301 Leasehold Payments	-142	58	-142	0	0	0	
H40305 Landlords Insurance - Tenanted	324	0	324	0	0	0	
H40306 Landlords - NNDR	137	0	137	0	0	0	
H40308 Landlords Insurance - Leasehold	1,561	1,435	1,561	0	0	0	
H40501 Capital Financing Costs	16,412	0	16,412	0	0	0	
H40601 Depreciation - Dwellings	20,097	0	20,097	0	0	0	
H40805 ALMO HRA Management Fee	39,076	26,088	39,076	0	200	-200	
H40900 Community Benefit Society (CBS)	0	50	0	0	0	0	
H49000 Housing Revenue Account	11,596	9	11,596	0	0	0	
H60002 GF to HRA Recharges	3,233	1,930	3,257	24	0	24	
H60003 Estate Renewal	0	213	0	0	0	0	
H60004 HERS/ Regeneration Team	1,002	0	1,002	0	0	0	
H88888 Housing HRA							
<b>UE0731 Retained Services Expenditure TOTAL</b>	<b>94,200</b>	<b>30,687</b>	<b>94,225</b>	<b>24</b>	<b>200</b>	<b>(176)</b>	
<b>Balance of HRA Account</b>	<b>0</b>	<b>-41,033</b>	<b>4,233</b>	<b>4,233</b>	<b>4,177</b>	<b>56</b>	

MTFS Savings Tracker (2020/21 - 2024/25)						
Priority: People (Childrens)						Red
Perio 9 (Dec-20)						Amber
						Green
MTFS Savings Ref	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)
<b>People (Childrens)</b>						
PC1	Reduce the number of agency staff	Reduce the the number of agency staff through delivering an effective recruitment and retention strategy.	61	148	(87)	Green
PC4	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	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	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 home safely wherever possible.	857	122	735	red
20/25-PE04	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	367	(85)	amber
20/25-PE05	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	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)	(297)	111	amber
20/25-PE07	Invest to Save - Family Assessment Centre	Aims to bring in-house the parenting assessments where children are subject to Public Law Outline or are in care	321	636	(315)	Green
20/25-PE08	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	amber
20/25-PE09	0-19 year old public health commissioned services - a new integrated commissioned service delivery model	Public Health is working 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	125	125	0	green
20/25-PE10	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	(100)	(100)	0	green
20/25-PE11	UASC Accommodation	Insourcing accommodation for unaccompanied asylum seekers from expensive private providers to local properties leased directly by Homes for Haringey.	150	16	134	amber
20/25-PE12	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	Review of spend on transport and taxis	Review of existing transport policy applicable to staff and foster carers to ensure: -Consistent application of policy	0	0	0	green
<b>Total: People (Childrens)</b>			<b>2,261</b>	<b>1,111</b>	<b>1,150</b>	

MTFS Savings Tracker (2020/21 - 2023/24)							
Priority: 2 Month 9 - Quarter 3 Adult							
MTFS Savings Ref	Saving proposal	Description	2020/21 Target £'000s	2020/21 Slippage £'000s	2020/21 Saving achieved £'000s	2020/21 Variance £'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	835	601	(54)	Green
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	225	86	(239)	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	40	843	(247)	Green
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	425	19	(81)	Amber
PA5	In-House Negotiator	Expand in house Care Negotiator capacity to work with providerson reducing the cost of care packages in relation to overcharging against service user needs.	344	200	0	(144)	Red
	Osbourne Grove	Closure of existing 30-bed nursing home. Re-development for 70-bed nursing home scheduled to open 2023-24.	1,034	0	1,034	0	Green
			5,073	1,725	2,583	(765)	
					77%	As a % of the target	
MTFS Savings Ref	Growth reductions/mitigations	Description	2020/21 Target £'000s	2020/21 Slippage £'000s	2020/21 Saving achieved £'000s	2020/21 Variance £'000s	RAG Status (Delivery of 2020/21 Saving)
	Early Help and Prevention	Draft pro forma received. A final version required mid Sept	188	142	0	(46)	Red
	Carers Support Impact	Early identification of carers, invest in carer support and avoid breakdown of care	36	0	0	(36)	Red
	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	0	(97)	Red
	Increase % of DPs - to 42%	The cost of Direct Payment is approx. £5p/h cheaper than direct provision. By offering more clients direct payments in total cost will be reduced	400	0	400	0	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	90	0	(85)	Red
			896	232	400	(264)	
Total: People (Adults)			5,969	1,957	2,983	(1,029)	



MTFS Savings Tracker (2020/21 - 2024/25)								
Priority: Housing								
Period: 9 Qtr 3								
2020/21 - 2024/25								
								Red
								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	43508	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	400	400	0	Green
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	708	708	0	Green
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	68	0	Amber
Total: Housing				1,176	1,108	68	0	

MTFS Savings Tracker (2020/21 - 2024/25)								
Priority: Place								Red
Period:	Quarter 3 Period 9							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)
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
PL9	12-Feb-19	Leisure centre concessions	Reduce the number of people eligible for concessionary rates at Fusion Leisure Centres.	0	0	25	(25)	Amber
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	500	0	344	156	Red
20/25-PL01	11-Feb-20	Selective Licensing	To consider Selective Licensing of the Private Rented sector for 60% of the Borough. The overall aim is to improve living standards and make landlords accountable for the management of their properties. The proposal is for a Selective Licensing fee of £600. Saving assume 60% of the Borough will be licenced. Saving relate to existing costs of established positions ( highlighted in	0	0	125	(125)	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	0	58	4	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	75	7	6	62	Red
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	75	(50)	Green
20/25-PL06	11-Feb-20	Contact Centre Efficiencies	The Veolia Contact Centre resource consists of ten staff who deal with reports of missed collections, cleansing requests, complaints and taking payment for charged services (e.g. Green Waste and Bulky collections). This proposal is to reduce the size of the team by two staff, seeking to channel shift customers online but ultimately accepting a lower level of responsiveness to customers (performance is currently high).	0	0	0	0	Red
20/25-PL11	11-Feb-20	New Lease Income v2	The Parks Service receives income from leases on a range of buildings in parks. Some of these leases have completed recently or will complete in next couple of years. The renegotiation of these leases on new rates could deliver a further £20k saving from 2021/22.	0	0	20	(20)	Green
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	50	1,310	Red
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	680	(674)	Red
Total: Place				2,998	17	1,448	1,533	0

MTFS Savings Tracker (2020/21 - 2024/25)								
Priority: Economy								Red
Period: Quarter 3 Period 9								Amber
				20/21 - 2024				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)
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	100	100		0	Green
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			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)	75	75		0	Green
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			100	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	75	75		0	Green
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	75		0	Green
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	100		0	Green
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			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	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	50		50	Amber
20/25-EC10	11-Feb-20	Strategic Property Unit – New Income Sg	This proposal comprises an opportunity to achieve new income potential by securing rental payments from Mobile Operators and Infrastructure providers.	20			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		40		Green
Total: Economy				830	555	40	235	

## MTFS Savings Tracker (2020/21 - 2024/25)

Priority: Your Council

Period: Quarter 3 Period 9

									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)
Your Council (incl Council-Wide)									
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	0	5		Amber
20/25-YC02	11-Feb-20	Income from joining the London Counter Fraud Hub	The London Counter Fraud Hub, managed by CIPFA, 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	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-YC07	11-Feb-20	Extend Customer First approach to Wider Council	Extend Customer First model to all Council services based on analysis made in preparation for the current Customer First programme. The objective is to ensure all residents in need of support can receive it because those requiring straightforward advice and information can have easy access 24/7. An improved digital offer would ensure that the customer journey was straightforward and simple to navigate and automation of back-office processes would both speed up and improve the quality and accuracy of service to residents and reduce cost.	0	0	0	0		
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	47	0	45		Amber
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	187	0	27		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 tranformative 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	1,813	57	1,064		

Capital						Appendix 4		
2020/21 Capital Monitoring, @ Period 9 (Dec 2020) Projection Sheet			20/21 Full year Revised Budget	2020/21 Full year Forecast Outturn	Budget Variance (Underspend) / Overspend	Previous Month's Forecast B/4 Capital Slippage	Variance Btw. Forecasts	
SCHEME REF	SCHEME NAME	£,000	£,000	£,000	£,000	£,000	£,000	
101	Primary Sch - repairs & maintenance	8,700	6,908	(1,792)	8,700	(1,792)		
102	Primary Sch - mod & enhance (Inc SEN)	12,372	5,397	(6,975)	8,386	(2,989)		
103	Primary Sch - new places	379	439	60	1,144	(705)		
104	Early years	205	0	(205)	0	0		
109	Youth Services	400	13	(387)	0	13		
110	Devolved Sch Capital	510	510	(0)	531	(21)		
114	Secondary Sch - mod & enhance (Inc SEN)	7,650	3,185	(4,465)	6,703	(3,518)		
117	Children Safeguarding & Social Care	495	0	(495)	0	0		
118	Special Educational Needs Fund (New Provision Fund)	0	0	0	0	0		
121	Pendarren House	1,972	658	(1,314)	0	658		
123	Wood Green Youth Hub	250	0	(250)	0	0		
199	P1 Other (inc Con't & Social care)	223	337	114	615	(278)		
People - Children's		33,157	17,447	(15,710)	26,079	(8,632)		
201	Aids, Adap's & Assistive Tech -Home Owners (DFG)	2,679	2,679	0	2,361	319		
207	New Day Opp's Offer	547	164	(383)	123	42		
208	Supported Living Schemes	4,059	0	(4,059)	0	0		
209	Assistive Technology	1,508	697	(811)	820	(124)		
211	Community Alarm Service	177	177	0	180	(3)		
212	Linden House Adaptation	581	581	(0)	581	(0)		
213	Canning Crescent Assisted Living	4,830	(96)	(4,926)	(112)	16		
214	Osborne Grove Nursing Home	3,000	40	(2,960)	11	29		
216	Homelessness Hub	0	(0)	(0)	(0)	(0)		
217	Burgoyne Road (Refuge Adaptations)	500	0	(500)	0	0		
218	Social Emotional & Mental Health Provision	300	0	(300)	0	0		
People - Adults		18,181	4,240	(13,940)	3,963	278		
301	Street Lighting	1,300	1,050	(250)	1,300	(251)		
302	Borough Roads	4,573	4,073	(500)	4,463	(390)		
303	Structures (Highways)	1,490	1,023	(467)	1,490	(467)		
304	Flood Water Management	620	620	0	620	(0)		
305	Borough Parking Plan	624	395	(229)	260	135		
307	CCTV	2,211	1,341	(870)	1,967	(626)		
309	Local Implementation Plan(LIP)	1,744	834	(910)	1,127	(293)		
310	Developer S106 / S278	750	7	(743)	209	(202)		
311	Parks Asset Management:	397	257	(140)	309	(52)		
313	Active Life in Parks:	960	315	(645)	485	(170)		
314	Parkland Walk Bridges	2,620	452	(2,168)	900	(448)		
317	Down Lane MUGA	413	413	0	413	1		
320	LCP - Dynamic Purchasing System	0	(45)	(45)	0	(46)		
321	MOPAC - Crime & Disorder Reduction	49	(38)	(87)	(38)	0		
322	Finsbury Park	711	80	(631)	141	(61)		
323	Parking Strategy	1,258	658	(600)	663	(5)		
325	Parks Vehicles	720	0	(720)	0	0		
328	Street & Greenspace Greening Programme	293	293	0	293	0		
329	Park Building Carbon Reduction and Improvement Programme	250	150	(100)	250	(100)		
331	Updating the boroughs street lighting with energy efficient Led light bulbs	3,500	3,250	(250)	3,500	(250)		
332	Disabled Bay/Blue Badge	374	100	(274)	100	0		
333	Waste Management	70	8	(62)	70	(62)		
334	New River Acquisition	3,100	3,163	63	0	3,163		
335	Streetsplan	270	0	(270)	270	(270)		
419	NPD Phase 2 LBH Match Funding	3	(2)	(5)	(2)	0		
399	P3 Other	0	0	0	(120)	120		
119	School Streets	850	145	(705)	0	145		
444	Marsh Lane	10,310	5,607	(4,703)	7,316	(1,709)		
447	Alexandra Palace - Maintenance	470	470	0	470	0		
451	Alexandra Palace -West Yard	1,430	1,430	0	1,930	(500)		
472	JLAC Match Fund	1,250	207	(1,043)	0	207		
606	Hornsey Library Refurbishment	2,216	2,293	77	2,512	(219)		
621	Libraries IT and Buildings upgrade	2,751	283	(2,468)	1,498	(1,215)		
652	Libraries - Re-imaging our Libraries offer for a better future	650	0	(650)	0	0		
Place - Safe & Sustainable Places		48,228	28,832	(19,396)	32,398	(3,566)		

Capital						Appendix 4	
2020/21 Capital Monitoring, @ Period 9 (Dec 2020) Projection Sheet			20/21 Full year Revised Budget	2020/21 Full year Forecast Outturn	Budget Variance (Underspend) / Overspend	Previous Month's Forecast B/4 Capital Slippage	Variance Btw. Forecasts
SCHEME REF	SCHEME NAME	£,000	£,000	£,000	£,000	£,000	£,000
401	Tottenham Hale Green Space	1,002	1,774	772	1,002	772	
402	Tottenham Hale Streets	4,721	1,510	(3,211)	3,662	(2,152)	
4003	Tottenham Hale Housing Zone Funding	2,332	2,292	(40)	1,332	960	
404	Good Economy Recovery plan	250	250	0	250	0	
405	Pendarren House	0	0	0	611	(611)	
406	Opportunity Investment Fund	926	314	(612)	928	(614)	
411	Tottenham Heritage Action Zone (HAZ)	314	0	(314)	484	(484)	
415	North Tott Heritage Initiative	653	124	(529)	248	(124)	
418	Heritage building improvements	2,500	1,244	(1,256)	2,500	(1,256)	
421	HRW Acquisition	20,290	3,325	(16,965)	10,299	(6,975)	
427	White Hart Lane Public Realm (LIP)	24	0	(24)	0	0	
429	Site Acq (Tott & Wood Green)	50,267	7,648	(42,619)	11,244	(3,596)	
430	Wards Corner CPO	0	0	0	0	0	
434	Wood Green Regeneration	113	11	(102)	113	(103)	
435	Wood Green Station Road	0	(3)	(3)	0	(3)	
438	Vacant possession Civic Centre (Woodside House Refurbishment)	169	169	(0)	169	0	
450	Winkfield Road (Maya Angelou Centre)	61	53	(8)	53	(0)	
452	Low Carbon Zones	109	8	(101)	5	3	
464	Bruce Castle	1,557	0	(1,557)	0	0	
465	District Energy Network (DEN)	1,480	452	(1,028)	242	210	
468	Keston Road (Community Centre Reprovision)	75	75	0	75	0	
470	Wood Green HQ, Library & Customer Service Centre	3,107	105	(3,002)	1,519	(1,415)	
471	Tailoring Academy Project	20	0	(20)	20	(20)	
473	Enterprising Tottenham High Road (ETHR)	500	277	(223)	401	(124)	
474	Tottenham High Road Strategy	500	0	(500)	500	(500)	
475	Heart of Tottenham (HOT)	160	520	360	814	(294)	
477	Strategic Regeneration Initiatives & Community Assets	0	193	193	(0)	193	
478	Wood Green Good Growth Fund	121	255	134	220	36	
479	54 Muswell Hill Health Centre	1,040	0	(1,040)	0	0	
480	Wood Green Regen (2)	4,880	961	(3,919)	4,880	(3,919)	
481	Strategic Investment Pot	850	2	(849)	852	(850)	
482	Strategic Property	3,929	0	(3,929)	0	0	
483	Production Valley Fund (SIP)	711	19	(692)	475	(456)	
488	Liveable Seven Sisters (LSS)	477	0	(477)	30	(30)	
493	Bruce Grove Yards (BGY)	30	1	(29)	0	1	
4001	Maintenance of Tottenham Green Workshops	700	157	(543)	0	157	
4002	Northumberland Park estate area public realm	500	0	(500)	500	(500)	
4005	SME Workspace Intensification	320	320	0	320	0	
4006	Acquisition of head leases	10,000	0	(10,000)	5,000	(5,000)	
4007	Tottenham Hale Decentralised Energy Network (DEN)	0	0	0	0	0	
4008	Wood Green Decentralised Energy Network (DEN)	0	0	0	0	0	
4009	Additional Carbon Reduction Project	1,500	0	(1,500)	0	0	
4010	Selby Urban Village Project	684	313	(371)	684	(371)	
4011	Commercial Property Remediation	500	95	(405)	0	95	
4993	Pride in the High Road (PITHR)	300	0	(300)	300	(300)	
Economy - Growth & Employment		117,671	22,461	(95,210)	49,732	(27,270)	

Capital			Appendix 4			
2020/21 Capital Monitoring, @ Period 9 (Dec 2020) Projection Sheet		20/21 Full year Revised Budget	2020/21 Full year Forecast Outturn	Budget Variance (Underspend) / Overspend	Previous Month's Forecast B4 Capital Slippage	Variance Btw. Forecasts
SCHEME REF	SCHEMENAME	£,000	£,000	£,000	£,000	£,000
509	CPO - Empty Homes	2,050	0	(2,050)	0	0
512	Wholly Owned Company	5,000	0	(5,000)	0	0
513	54 Muswell Hill Flats	678	0	(678)	0	0
514	Notting Hill Housing Group (4 Ashley Road)	2,970	0	(2,970)	0	0
Housing (GF) Homes & Communities		10,698	0	(10,698)	0	0
601	Business Imp Programme	122	35	(87)	60	(25)
602	Corporate IT Board	3,015	1,850	(1,165)	1,849	0
603	ICT Shared Service - Set Up / Seed Money	1,434	200	(1,234)	200	0
604	Continuous Improvement	2,676	666	(2,010)	654	12
605	Customer Services (Digital Transformation)	561	0	(561)	83	(83)
607	Financial Management System Replacement	1,100	1,601	501	1,600	1
622	Customer First	1,601	1,954	353	2,218	(264)
639	Ways of Working	330	90	(240)	0	90
640	Accommodation Move	92	58	(34)	12	46
650	Connected Communities	700	205	(495)	702	(497)
653	Capital Support for IT Projects	850	0	(850)	400	(400)
698	Responsiveness Fund	0	0	0	0	0
654	Covid 19 Contingency Budget	4,750	0	(4,750)	0	0
316	Asset Management of Council Buildings	7,321	3,912	(3,409)	7,571	(3,659)
330	Civic Centre Works	2,750	769	(1,981)	1,000	(231)
699	P6 - Approved Capital Programme Contingency	416	416	0	1,516	(1,100)
Your Council		27,718	11,755	(15,962)	17,866	(6,111)
TOTAL GF CAPITAL PROGRAMME		255,652	84,736	(170,916)	130,038	(45,301)
Housing (HRA) Housing Revenue Account						
202	HRA - P2 Aids, Adap's & Assist Tech -Council	1,943	1,083	(860)	1,943	(859)
550	New Homes Acquisition	89,354	49,744	(39,610)	19,274	30,469
551	Exisiting Home Acquisitions - TA	41,001	19,929	(21,072)	15,055	4,874
552	HRA – P5 Carbon Reduction	1,000	250	(750)	250	0
553	HRA – P5 Fire Safety	17,513	4,083	(13,430)	3,867	216
554	Broadwater Farm Project	17,900	7,795	(10,105)	8,951	(1,156)
590	HRA - P5 Homes for Haringey (HFH)	72,802	23,352	(49,450)	29,332	(5,980)
591	HRA - P4 HRW Leaseholder Acq	0	1	1	1	0
593	HRA - P5 Stock Acq	0	0	0	0	0
594	HRA - P5 New Build	0	79	79	65	14
599	New Homes Build Programme	45,623	7,528	(38,095)	9,422	(1,894)
TOTAL HRA CAPITAL PROGRAMME		287,136	113,845	(173,291)	88,161	25,684
OVERALL CAPITAL PROGRAMME		542,788	198,581	(344,207)	218,199	(19,617)

## 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
10	People	Childrens	Revenue	371,000		Budget Funding Allocation	Drawdown from Transformation Reserve to fund the Children's transformation programme

## Virements for Approval (2020/21)

Period	Priority	Service/AD Area	Rev/ Cap	In year	Next year	Reason for budget changes	Description
8	People	Childrens	Revenue	730,280	597,900	Budget Realignment	Realignment of the Hearing Impairment Budget to move the costs from Inclusive Service to Learning Support Services
8	Place	Environment and Neighbourhood	Revenue	380,064		Grant Funding Allocation	MOPAC Victims Reduction Unit and MHCLG Surge Enforcement Revenue Grant Allocations for 2020-21
8	People	Childrens	Revenue	1,229,999	1,229,999	Budget Realignment	Realignment of Early Help & Family Support income recharge budgets to reflect actual performance
8	People	Childrens	Revenue	528,255	528,255	Budget Realignment	Realignment of the Adoption and Permanency budget to match the Regional Adoption Agency contribution for 2020-21
9	Your Council	Customer, Transformation and Resources	Revenue		5,178,686	Budget Realignment	Realignment of HR Budget 2021-22 to move the existing budgets into new cost centres to match the new structure
9	Economy	Regeneration & Economic Development	Revenue	3,313,550	3,313,550	Budget Realignment	Realignment of Regeneration budget for 2020-21 in line with the current approved restructure.
9	Economy/Place	Capital Projects and Property	Revenue	5,378,000	2,902,000	Budget Realignment	Realignment of Soft Facilities Management Budget from Economy to Place to align with the revised management structure
10	People	Childrens	Revenue	282,300	282,300	Budget Realignment	Realignment of staffing budgets from Safeguarding & Support Service team to Vulnerability, Violation and Exploitation team
10	Economy	Planning, Building Standards and Sustainability	Revenue	300,000	300,000	Budget Realignment	Realignment of Building Control budget to reflect actual performance
10	People	Childrens	Revenue	525,000	525,000	Budget Realignment	Realignment of the Children's Legal budget between Disbursements and Legal Internal Fees
10	People	Commissioning	Revenue	365,522		Grant Funding Allocation	Allocation of Local Authority Emergency Assistance Grant Funding for Covid-19 food and essential supplies
		<b>Total 2020/21</b>		<b>13,403,970</b>	<b>14,857,690</b>		



**Grant Acceptance for Cabinet**

Source	Date of Award	Period	Amount	Programme	Description
MHCLG	29/01/2021	2020-21	£1,200,000	NSAP	CONTINGENCY FUND GRANT DETERMINATION (2020-21) [No. 31/5318]
GLA	29/10/2020	1/01/21- 31/03.2	£1,215,376	MD2687 The Mayor's Rough Sleeping Accommodation Programme	AGREEMENT FOR THE PROVISION OF FUNDING RELATING TO Haringey Ermine Road
MHCLG	05/01/2021	2020-21	£141,000	Protect Programme	Protect Programme funded services
MHCLG	13/11/2020	2020-21	£260,000	NSAP	Next steps Accommodation
MHCLG	29/12/2020	2020-21	£140,000	COLD WEATHER FUND GRANT	COLD WEATHER FUND GRANT (2020-21) - HARINGEY

Proposed Capital Virements for Quarter Three				
Priority	Scheme Number	Scheme Description	Budget Adjustment (Virement) (£)	Scheme Description
People - Children's	102	Primary Sch - mod & enhance (Inc SEN)	(30,000)	Budget realignment
People - Children's	109	Youth Services	(250,000)	Budget realignment
People - Children's	110	Devolved Sch Capital	(20,773)	Budget realignment
People - Children's	121	Pendarren House	1,972,000	Budget realignment
People - Children's	123	Wood Green Youth Hub	250,000	Budget realignment
			<b>1,921,227</b>	
People - Adults	201	Aids, Adap's & Assistive Tech - Home Owners (DFG)	317,909	Additional DFG award in 2020/21
			<b>317,909</b>	
Place	119	School Streets	250,000	Budget transfer from Covid-19 Contingency budget
Place	302	Borough Roads	110,000	Budget realignment
Place	311	Parks Asset Management:	50,000	Budget realignment
Place	311	Parks Asset Management:	100,000	Budget realignment
Place	313	Active Life in Parks:	(50,000)	Budget realignment
Place	313	Active Life in Parks:	28,900	Events Income drawdown from
Place	322	Finsbury Park	50,000	Events Income drawdown from
Place	322	Finsbury Park	31,000	Events Income drawdown from
Place	322	Finsbury Park	30,000	Budget realignment
Place	323	Parking Strategy	100,000	Weights restriction cameras budget financed by Flexible capital receipt
Place	329	Park Building Carbon Reduction and Improvement Programme	(100,000)	Budget realignment
Place	334	New River Acquisition	1,100,000	Budget transfer from Capital Contingency
Place	334	New River Acquisition	2,000,000	Budget realignment
Place	399	P3 Other	(110,000)	Budget realignment
Economy	472	JLAC Match Fund	250,000	Budget realignment
			<b>3,839,900</b>	
Economy	405	Pendarren House	(1,972,000)	Budget realignment
Economy	470	Wood Green HQ, Library & Customer Service Centre	3,107,000	Budget realignment
			<b>1,135,000</b>	
Your Council	470	Wood Green HQ, Library & Customer Service Centre	(3,107,000)	Budget realignment
Your Council	316	Asset Management of Council Buildings	(250,000)	Budget realignment
Your Council	654	Covid 19 Contingency Budget	(250,000)	Budget transfer to School Streets
Your Council	698	Responsiveness Fund	(2,000,000)	Budget realignment
Your Council	699	P6 - Approved Capital Programme Contingency	(1,100,000)	Budget transfer to New River Acquisition
			<b>(6,707,000)</b>	
		<b>OVERALL TOTAL =</b>	<b>507,036</b>	

## APPENDIX 6 - Debt Write Offs

### Write off Summary Report Quarter 3

All Council debt is considered recoverable and 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.

This quarterly summarised report is for information purposes only and, the aged debts that have been written off during the quarter from 1<sup>st</sup> October 2020 – 31<sup>st</sup> December 2020 (Qtr 3) relate to delinquent accounts, where all forms of recovery action have now been fully exhausted. The sums 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 3 Summary: -

The table below summarises the write offs by service type, financial value and volume.

Quarter 3 Write Off, Financial Period 1 October - 31st December 2020									
Service	Council Tax	NNDR	HBOP	HRA Rent	Leaseholder	Commercial Rent	Sundry Debt	Parking	Total
Under £50k	£279,833.17	£304,964.93	£148,641.96			£35,353.63	£32,138.42	£15,373,420.48	£16,174,352.59
Volume	365	61	82			5	99	87913	88525
Over £50k									£0.00
Volume									0
Total Value	£279,833.17	£304,964.93	£148,641.96	£0.00	£0.00	£35,353.63	£32,138.42	£15,373,420.48	£16,174,352.59
Total Volume	365	61	82	0	0	5	99	87913	88525

The Quarter 3 **Council Tax** Write off for this period comprises 88% 'Absconded Charge Payers', with the remaining 12% being made up of 'Petty Amounts', 'Insolvency', 'Deceased' and 'Statute Barred'.

**Business Rates (NNDR)** write offs for Quarter 3, compromise mainly of 'Insolvency' **£197k** and 'Absconded Charge Payers' **£53k**, the remaining being made up of 'Statute Barred' and 'Petty Amounts' **£54k**. All the accounts were reviewed to ensure that all methods of recovery had been exhausted.

The Quarter 3 **£148k Housing Benefit Overpayment** write offs relate to 'Insolvency', 'Deceased', 'Whereabouts Unknown', 'Statute Barred' and 'Uneconomic to Pursue'.

The **Commercial Rent** Team submitted 5 write offs all 'Recommended by Legal' totalling £35k.

The **Sundry Debt** write offs for Quarter 3 are all for 'Deceased' accounts; this is part of a review that the team are carrying out within the Adults Social Care accounts. This review is ongoing and there is likely to be a larger volume and value submitted in Quarter 4.

The **Parking** team submitted their first write off since March 2019 for £15m, for PCNs pre 2019, as the prospect of recovering these cases was unlikely. Warrants only being valid for one year and the enforcement agents have exhausted the recovery process. It is normal practice for parking services to complete this kind of write off, normally this would be completed annually, however the amount shown here in effect covers two financial years as this was not completed as would normally be the case in early 2020 as the pandemic began to take effect. There is a provision that covers this cost fully and the amount is not exceptions compared to previous years.

## **APPENDIX 6A**

### **Debt Write off Greater than £50,000.**

All large businesses or organisations expect a certain level of income to become irrecoverable and therefore plan for some levels of write-offs. Occasionally, for a variety of reasons, debts do arise which become irrecoverable. Under Haringey's constitution debts of £50,000 or more require the approval of the Cabinet member for finance or Cabinet.

Details of the 3 debts over £50,000 presented for write off in this quarter are set out below. The Council's bad debt provisions are sufficient to cover the full value of these write-offs.

### **Housing Rent Former Account - £60,765.63**

This related to a protracted legal case involving a resident with particular complex accommodation needs, whose Council residence had become unsuitable and where several alternative offers of accommodation were made and rejected. The case spanned many years (2006 – 2017), but the Council's Legal Team and the family's solicitor agreed terms. The terms agreed included the waiving of the arrears that had built up.

### **Homes for Haringey Residential Community Interest Company (Company No. 09543450) Trading as Move 51 Degrees North - £302,500.00**

Move 51 was a Community Interest Company that was set up by Homes for Haringey and Haringey Council in 2015 to provide a residential lettings service across the borough of Haringey. The company struggled to generate lettings take up in a competitive market where many competitors were moving to online offerings. Ultimately the decision was taken to cease operations in 2016, and the company has been dormant since then and requires to be wound up.

### **Urban Futures in Voluntary Liquidation - £618,416.94**

Urban Futures were previously a Haringey Council led joint enterprise initiative set up in 2000, between several public bodies, notably London Boroughs of Haringey/ Enfield, Technical Education Centre and Lee Valley Partnership. Haringey Council provided payroll services for Urban Futures for a small annual fee on the basis that the work done by the company would be beneficial for residents of the borough struggling to return to employment.

Urban Futures lapsed on its payroll repayments to the Council, a number of meetings were held and arrangements put in place to repay the outstanding debt which totalled nearly £1m at its highest, but in 2017 the company filed for liquidation. Formal insolvency proceedings have now been completed, and after much recovery work by the Council, the balance of unrecouped funds of £618k (which includes £49k of statutory interest) is required to be written off.

## Covid 19 Grants

## APPENDIX 7

		Type of Grant	Total Received		
		Emergency Funding	26.74		
		Welfare	8.87		
		Track & Trace / Outbreak Mgt	8.71		
		Business Support	158.33		
Date Announced	Grant	Grant Type	What for	£m	
25/03/2020	Share of £1.6bn	Emergency	Support for Covid-19 issues	8.09	
28/04/2020	Share of £1.6bn (2nd tranche)	Emergency	Support for Covid-19 issues	7.37	
16/07/2020	Tranche 3 of COVID Funding announced:	Emergency	Support for Covid-19 issues	2.91	
22/10/2020	Tranche 4 Emergency Funding (for Councils this winter) - share of £900m	Emergency	Support for Covid-19 issues	8.37	
<b>Total</b>		<b>Emergency</b>		<b>26.74</b>	

25/03/2020	Share of £500m	Welfare	Hardship Fund	3.66
10/07/2020	Local Authority Emergency Assistance Grant for Food and Essential Supplies	Welfare	This additional £63 million of funding is intended to help local authorities to continue to support those struggling to afford food and other essentials over the coming months due to COVID-19. This funding sits alongside, but is in addition to, the £6.5 billion of extra support the Government is providing through the welfare system to ensure the most vulnerable in our society are protected throughout this crisis.	0.37
14/08/2020	Wellbeing for Education Support Grant	Welfare	to support the Wellbeing for Education Return project which seeks to better equip education settings to support pupils and students' wellbeing and psychosocial recovery as they return to full-time education this autumn	0.03
17/09/2020	Next Steps Accommodation Prog	Welfare	Regional funding - London incl. CoL	0.26
	Next Steps Accommodation Prog	Welfare	Additional funding	1.24
17/03/2020	Rough Sleeping Fund	Welfare	emergency support for rough sleepers during coronavirus outbreak	0.03
21/10/2020	Rough Sleeping Fund	Welfare	Mayor's new Rough Sleeping Accommodation Programme (RSAP).	1.20
02/11/2020	Shielding - for clinically extremely vulnerable	Welfare	The funding will be an unringfenced section 31 grant to provide maximum flexibility, but we expect councils to use the funding to deliver the activities and outcomes outlined in the Shielding Framework.	0.13
10/11/2020	Covid Winter Grant Scheme	Welfare	The Winter Grant Scheme will enable LAs to provide support to families with children, other vulnerable households and individuals from early December 2020 and covers the period until the end of March 2021.	0.99
12/11/2020	Holiday Activities and Food Programme (Funding for Free School Meals) - understood to start in Easter 2021 - details not released yet	Welfare	The purpose of the grant is for local authorities to make free places at holiday clubs available in the Easter, summer and Christmas school holidays in 2021. This will be made available to children in the local authority area who are eligible for and receive benefits-related free school meals.	0.97
<b>Total</b>		<b>Welfare</b>		<b>8.87</b>

25/01/2021	Community Chapions	Track & Trace / Outbreak Mgt	The Community Champions: Local Authority Fund aims to support a range of interventions to build upon, increase or improve existing activities to work with residents who are most at risk of Covid-19 - helping to build trust and empower at-risk groups to protect themselves and their families. The broader aim is to reduce the impact of the virus on all communities, beyond just the target areas that we will work with through this scheme	0.29
43,991.00	Infection Control Fund	Track & Trace / Outbreak Mgt	The primary purpose of this fund is to support adult social care providers, including those with whom the local authority does not have a contract, to reduce the rate of COVID-19 transmission in and between care homes and support wider workforce resilience.	0.72
44,102.00	Infection Control - Additional Funding	Track & Trace / Outbreak Mgt	The primary purpose of this fund is to support adult social care providers, including those with whom the local authority does not have a contract, to reduce the rate of COVID-19 transmission in and between care homes and support wider workforce resilience.	0.92
43,992.00	Test and Trace Grant	Track & Trace / Outbreak Mgt	The purpose of the grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred in relation to the mitigation against and management of local outbreaks of COVID-19.	1.86
44,112.00	Covid enforcement funding	Track & Trace / Outbreak Mgt	the purposes of compliance and enforcement of measures to control the spread of COVID-19	0.18
44,123.00	Contain Outbreak Mgt Fund (COMF)	Track & Trace / Outbreak Mgt	To support proactive containment and intervention measures under Medium, High & Very High Alert	4.03
43,975.00	Reopening high streets fund - Support businesses to enable safer trading in public areas	Track & Trace / Outbreak Mgt	Support for Covid-19 issues on our High Streets safety measures	0.24
44,110.00	Test and Trace Support - Programme Costs	Track & Trace / Outbreak Mgt	Administration Costs	0.04
	Test and Trace Support - Programme Costs	Track & Trace / Outbreak Mgt	Mandatory (£500/person told to isolate within mandatory category)	0.15
	Test and Trace Support - Programme Costs	Track & Trace / Outbreak Mgt	Discretionary costs (£500/person told to isolate not in the mandatory scheme category)	0.09
44,207.00	Test and Trace Support - Programme Costs	Track & Trace / Outbreak Mgt	Administration Costs	0.00
44,207.00	Test and Trace Support - Programme Costs	Track & Trace / Outbreak Mgt	Mandatory (£500/person told to isolate within mandatory category)	0.02
44,207.00	Test and Trace Support - Programme Costs	Track & Trace / Outbreak Mgt	Discretionary costs (£500/person told to isolate not in the mandatory scheme category)	0.17
<b>Total</b>		<b>Track &amp; Trace / Outbreak Mgt</b>		<b>8.71</b>

25/03/2020	Share of £1.8bn	Business Support	S31 Grants (based on NNDR1) - normally paid in 12 instalments. Now to be paid in full 27 March	4.41
25/03/2020	Share of £1.8bn	Business Support	S31 Grants (based on NNDR1) - normally paid in 12 instalments. Now to be paid in full 27 March	2.34
25/03/2020	Expanded retail discount; nursery discount	Business Support	Expanded retail discount; nursery discount	46.15
	Business Support	Business Support	£10k & £25k grant schemes for business	63.00
15/07/2020	Local Authority Discretionary Grant Fund (LADGF)	Business Support	5% of the value of your Small Business Grant Fund (SBGF) and Retail, Hospitality and Leisure Grant Fund (RHLGF) in scope hereditaments as at 3 May.	3.15
02/11/2020	Additional Restrictions Support Grant	Business Support	To enable Local Authorities to support businesses more broadly	5.37
02/11/2020	Local Restrictions Support Grant (Closed)	Business Support	Business premises forced to close in England to receive grants worth up to £3k/month	5.13
02/11/2020	Local Restrictions Support Grant (Sector)	Business Support	Business premises forced to close in England which are nightclubs, hostess bars and sexual entertainment venues	
02/11/2020	Local Restrictions Support Grant (Open)	Business Support	Business premises forced to close in England to receive grants worth up to £3k/month	0.31
	CSP Wet Led Pubs Grant	Business Support	To help Support Wet Led pubs over Christmas	0.05
	Local Restrictions Support Grant (Closed) 16-19 December	Business Support	To enable Local Authorities to support businesses more broadly	2.39
	Local Restrictions Support Grant (Closed) Tier 4	Business Support	Business premises forced to close in England to receive grants worth up to £3k/month	2.93
	Local Restrictions Support Grant (Closed) Lockdown	Business Support	Business premises forced to close in England which are nightclubs, hostess bars and sexual entertainment venues	7.70
	Local Restrictions Support Grant (TopUp) Lockdown	Business Support	Business premises forced to close in England to receive grants worth up to £3k/month	15.39
<b>Total</b>		<b>Business Support</b>		<b>158.33</b>



**Report for:** Cabinet – 9 March 2021

**Title:** Insourcing of Security Services

**Report**

**authorised by:** Stephen McDonnell, Director of Environment and Neighbourhoods  
David Joyce, Director of Housing and Regeneration

**Lead Officer:** Andrew Meek, Head of Organisational Resilience  
Joe McBride, Transformation Manager

**Ward(s) Affected:** N/A

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

**1. Describe the issue under consideration**

- 1.1 This paper reports on work to evaluate the Council's future security provision services and seeks approval for the creation of an inhouse security team in line with the Council's Insourcing Policy.

**2. Cabinet Member Introduction**

- 2.1 Haringey's commitment to insourcing is grounded in a belief in public services, in public ownership and control, and that in taking responsibility for direct service delivery we can improve outcomes for our residents.
- 2.2 A new inhouse security service will allow us to respond to the changing profile of our buildings and how they are used. The Council will also have greater control over the service to improve management and performance in line with related teams within Operational Facilities Management.
- 2.3 By bringing the security service inhouse, the existing workforce - the majority of whom have worked for Haringey for five years or more - will benefit from significantly improved terms and conditions including better pay, annual leave, sickness and pension entitlement through the Local Government Pension Scheme (LGPS).
- 2.3 The security workforce employed by the current provider is also overwhelmingly comprised of local staff with over 95% living in the Haringey and the remainder living in neighbouring boroughs.

- 2.4 Increasing the number of locally employed people with secure jobs who benefit from the Council's excellent terms and conditions is at the heart of Haringey's approach to the way we contact services under the Insourcing Policy.

### **3. Recommendations**

- 3.1 That Cabinet approves the insourcing of corporate security services from the current provider United Guarding Services (UGS) in accordance with the Transfer of Undertakings (Protection of Employment) (TUPE) Regulations.

### **4. Reasons for decision:**

- 4.1 In October 2019 Haringey's Cabinet approved and adopted an Insourcing Policy. The Insourcing Policy includes a commitment to a structured approach to support sustained progress on this agenda by:
- making it easier for us to work collaboratively with our communities in the design and delivery of public services which reflect what they need, recognising that service delivery is a core element of our relationship with residents.
  - strengthening our organisational sustainability and resilience, by further developing the skills and knowledge of our workforce; and our organisational capacity and infrastructure.
  - increasing the numbers of locally employed people who will benefit from the excellent terms and conditions we offer as an employer.
  - opening services to increased scrutiny and accountability to drive improved outcomes; and,
  - squeezing the maximum financial and social value from each pound spent.
- 4.2 The Council's Facilities Management (FM) service was the first major insource initiative brought inhouse following the publication of the Insourcing Policy. The initial Cabinet decision to undertake an insource of FM in 2019 noted that 'a review of security services will be conducted in a later phase to identify the most appropriate delivery model'.
- 4.3 Following completion of the core FM project, a further service review was undertaken by officers to identify the Council's needs in relation to security. This service review was tasked with reviewing a range of options to consider what future security arrangements would be most appropriate for the Council in future. The scope and findings of the review are set out in Appendix 1 of this report.
- 4.4 In order to meet the needs of staff, visitors, and residents, it is essential to have safe, welcoming, and well-maintained buildings. Security has a crucial role in supporting that objective and by bringing the team and staff inhouse, the Council will have a greater degree of control over the management of this service.

- 4.5 The Council's Asset Management Plan sets out how the Council will approach future decisions about its estate. As we move forward beyond the Covid pandemic, it will be important to continue to ensure we have right buildings to support the delivery of services for our residents.
- 4.6 As part of the service review and following consultation with a number of other local authorities who employ inhouse security or concierge teams, it was clear that a directly employed security service is better placed to respond in a more agile and innovative way to the Council's future property portfolio changes.
- 4.7 A dedicated security team would help to meet the evolving needs of the Council to improve the customer experience and overall management of buildings. As a highly visible team that constitutes the first point of contact for many service users as they enter our buildings, the creation of an inhouse security team will enable the Council to have direct control, performance management and consistency of service in line with our other front-facing services.
- 4.8 Through regular Security Industry Authority (SIA) led training and the promotion of Haringey's corporate values, incoming security staff will be subject to the same standards as current Council staff within the Operational Facilities Management (OFM) service, under the same management team, to create a more coherent and effective service.
- 4.10 Combining functions within a new operating model such as static security guarding with an increased focus on customer-facing or 'way-finding' roles, as well as a greater emphasis on building maintenance checks, will allow incoming security staff to develop a broader range of skills to adapt more flexibly to the way we run our buildings in future.
- 4.11 It is recognised that this more holistic approach to security and facilities management will lead to a new operating model within the OFM service. While a future inhouse team with enhanced roles and responsibilities, and improved terms and conditions, is more financially expensive when compared to maintaining external provision it still represents the best value solution with the added social value, greater flexibility, and improved front line customer service offer.
- 4.12 These social value calculations are set out explicitly within the Enabling Framework contained within the Council's Insourcing Policy. Haringey's approach to Community Wealth Building also puts an emphasis on the Council using all its available levers to build the prosperity of local people and communities economically, through employment, and socially, with an emphasis on those who are working in lower-paid employment.

## **5. Alternative options considered**

- 5.1 **Maintain existing service externally** – this option does not deliver in terms of the Council's wider insourcing policy objectives. Bringing security inhouse will allow the Council to realise additional service benefits by implementing a new operating model that will embed the team within OFM and enhance security officers' roles and responsibilities in line with improved terms and conditions. Third party provision of security does not provide sufficient levels of control to drive service improvements and ensure that the service is managed in line with other teams within the OFM service. Whilst this option had the potential to deliver greater financial savings, it did not deliver on the social value calculator contained within the Enabling Framework set out in Appendix 1.
- 5.2 **Hybrid Insource** – Various options have been explored in which part of the service was brought in-house, whilst other elements continued to be provided through third party provision. These options are set out in more detail in Appendix 1 and were not progressed because they did not provide sufficient assurances over the cohesive management and control of the service and increased the operational risk by splitting the fixed security element of the service through two providers. A hybrid option would not fully meet the core objectives identified within the Insourcing Policy and would dilute the social value benefits derived from a full insource.
- 5.3 **Concierge Model** – The service review also considered a model staffed by concierge officers without SIA accreditation. This was not considered operationally robust enough to ensure the highest standards of safety for staff and visitors based on existing data regarding security incidents in Haringey over the previous five years. It was noted that this model may be operationally viable under different circumstances where the corporate estate was rationalised to one central building.

## 6. Background information

- 6.1 The Council has a duty to ensure the safety of its staff, visitors, and buildings. There are two specific legal duties for the Council to consider.
- 6.2 The Health and Safety at Work etc Act 1974 (HSW Act) provides that employers have a legal duty to ensure, so far as it is reasonably practicable, the health, safety, and welfare at work of their employees.
- 6.3 The Management of Health and Safety at Work Regulations 1999 further set out that employers must consider risks to employees, including the risk of reasonably foreseeable violence; decide how significant the risks are; decide what to do to prevent or control the risks; and develop a clear management plan.
- 6.4 Accordingly, any modification, to existing security provision will need to be thoroughly risk assessed to ensure that it meets current operational needs. Specialist security advice will be taken in setting up the new team to support the risk assessment process, the development of operational procedures, and a

resource deployment model, to ensure that security staff are assigned where they are needed.

- 6.5 Over the past five years, UGS have responded to 814 security incidents across the various buildings within their scope in Haringey. These security instances can range from security and fire alarm response, site visits, trespassing, violence and aggression, and injury.
- 6.6 Of the total incident responses, 143 of these involved intervention in aggressive or potentially violent scenarios requiring specialist Security Industry Authority (SIA) skills and training.
- 6.7 This data gives a strong evidence base for the need for all inhouse security guards to be SIA-trained and accredited to deal with incidents of violence and aggression in our public buildings.
- 6.8 It is acknowledged that a future inhouse service model will necessarily require a relationship with an external SIA-accredited security provider to provide contingent and ad hoc support to the future inhouse security team. The commissioning of such services will be completed in accordance with the Council's constitution and has been modelled at £85k per annum to provide essential support to the inhouse team.
- 6.9 The third-party provider will be expected to provide contingency support for all the various security functions required above in both planned and ad-hoc circumstances. The third-party provider shall be subject to regular review and amendment throughout the contract period and will be flexible in implementing such changes.

## **7. Financial Information**

- 7.1 The service review concluded that further investment into the service of £0.178m per annum comprising staff and non-staffing costs was required to deliver a viable in-house model. This additional funding will provide the resources needed to staff the service to meet health and safety statutory requirements.
- 7.2 By increasing the front-facing and facilities management responsibilities within the inhouse security team, as set out in s4.10 above, the service review sought to minimise the additional funding required to staff the service by embedding security more fully within the OFM service through an enhanced operating model.
- 7.3 Non-staff costs, which are covered by the current provider, are comprised of vehicles, communications equipment and IT required to support a fully functioning service.

7.4 Additional service costs are laid out in the Table 2 below:

**Table 2: Service Costs for Operational Facilities Management**

<b>Cost £'m</b>	<b>Current Service</b>	<b>Inhouse Model</b>	<b>Variance</b>
Staff Costs	0.000	1.260	1.260
Third Party Provision	1.223	0.086	(1.137)
Security Vehicles and Equipment	0.000	0.050	0.050
<b>Total Service Cost</b>	<b>1.223</b>	<b>1.402</b>	<b>0.178</b>

7.5 Within the above, £0.698m relates to the provision of security services. In order that the service has the required funding to function at operational capacity, Council agreed at its budget setting meeting of the 1<sup>st</sup> March 2021 to increase the budget available for the service by £0.178m. This funding will ensure that the inhouse service has the required number of SIA-licensed security guards to manage the fixed element of our security provision. The additional funding will also secure the good quality communications equipment and vehicles that will support the overall service.

7.6 It is envisaged that the £0.178m required will reduce over time as the corporate estate changes to meet the new needs of the organisation. Modernisation of buildings and a greater use of technology will also contribute to a reduction in service costs over time.

## **8. Contribution to Strategic Outcomes:**

8.1 Using the modelling established as part of the review, we can ensure our security spend is consolidated and targeted at the areas where there is an appropriate level of risk.

8.2 Combining a future security review with ongoing strategic reviews such as Accommodation Strategy, New Ways of Working and the Recovery and Renewal programmes will ensure that the way we manage our buildings is more effective and efficient.

8.3 Security is a necessary service to protect the Council's assets, staff and residents and supports several Borough Plan priorities relating to Your Council, People and Place.

- 8.4 Finding better jobs for local people is one of the Council's key Community Wealth Building objectives. Approximately 95% of current security staff who will have TUPE eligibility live within the borough and will benefit from improved terms and conditions as a result of the insource.
- 8.5 Haringey's Borough Plan 2018-2023 contains a number of specific commitments to improve the overall customer experience of staff and residents who engage with our services.
- 8.6 By bringing security inhouse, as a highly visible and front-facing service, we can reinforce clear, consistent customer experience standards that will allow us to provide a consistently high standard service, regardless of the enquiry.

## **9. Statutory Officers comments**

### **9.1 Finance**

- 9.1.1 This report seeks Cabinet approval for the insourcing of Corporate security services, which is currently being provided by UGS in accordance with the TUPE Regulations.
- 9.1.2 The current budget for providing the security services £0.698m. An additional £0.178m growth (as set out above) has been agreed within the MTFS from 2021-22 to provide inhouse security services for all corporate buildings where security is currently provided. The revised security budget of £0.876m contains expenditure of a one-off nature that may not be required in the following financial year (2022/23).

### **9.2 Procurement**

- 9.2.1 Strategic Procurement notes the contents of this report and confirms there are no procurement related reasons that would prevent the Council proceeding with the recommendations in this report.

### **9.3 Legal**

- 9.3.1 This report seeks Cabinet approval for the insourcing of Corporate Security Services, which is currently being provided by UGS.
- 9.3.2 The Head of Legal and Governance has been consulted in the preparation of this report. The legal implications of the Corporate Security Service being brought back in-house to the Council is that this would constitute a Service Provision Change under the TUPE Regulations [Transfer of Undertakings (Protection of Employment) Regulation 2006 as amended in 2014].
- 9.3.3 The effect of which would be that staff that are assigned to the Haringey Corporate Security Service contract will automatically transfer to the employment of Haringey Council and all rights, responsibilities and liabilities will also be transferred with the staff.



## **9.4 Equality**

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

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

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

9.4.3 The proposed decision is to approve the insourcing of corporate security services from the current provider UGS following the Transfer of Undertakings (Protection of Employment) (TUPE) Regulations. The objective of the proposed decision is to create an improved inhouse service more closely aligned to Borough Plan priorities and to support the objectives of the Councils Insourcing Policy.\_

9.4.4 The primary group affected by the proposed decision will be Corporate Security Services employees, among whom men and Black and Asian minority are overrepresented in the workforce. It is expected that this proposal will lead to better-paid secure employment with Haringey and access improved terms and conditions including better wage and entry to the Local Government Pension Scheme for those affected. As Black Asian and Minority ethnic Britons have been 50% more likely to lose their jobs during the Covid-19 lockdown, as such the decision represents a measure to mitigate the extent to which the Covid-19 crisis may exacerbate existing inequalities for protected groups.\_

9.4.5 An Equalities Impact Assessment has been completed for the proposed decision. The EqIA raises no negative equalities concerns and their expected impact on protected characteristic groups is either neutral or positive. Appropriate equalities monitoring and consultation arrangements will be in place following formal notification of the decision to our current provider, and proportionate measures will be taken to address any inequalities that may arise.

## **10. Use of Appendices**

10.1 The report contains one appendix which summarises the various options considered as part of the service review into security.

10.2 These options are rated and scored against the Enabling Framework published alongside the Council's Insourcing Policy published at Cabinet in March 2020.

## **11. Local Government (Access to Information) Act 1985**



## **Appendix 1 – Service review of Security Provision**

### **1. Service review of Security Provision**

- 1.1 The service review of the Council's security needs began in February 2020 and continued until December 2020 when the process of assessing all options concluded.
- 1.2 The review included financial modelling on a range of different outcomes, engagement with other local authorities and security providers, and consultation with Members on a variety of future service options in the context of existing Council policies.
- 1.3 The service review afforded officers time to consider a variety of service models in an innovative way and to develop different operating models and staffing structures.
- 1.4 The various options for the future service are listed below in table 1 with the underpinning rationale for rejection or consideration of each operating model.

### **2. The Enabling Framework**

- 2.1 Decision making as to how services across the Council are potentially brought back inhouse is underpinned through the use of an Enabling Framework published alongside the Insourcing Policy at Cabinet in March 2020. The Enabling Framework provides context and clearly defined criterion to determine the appropriate delivery model for those services.
- 2.2 When undertaking the service review of security in early 2020, officers used the Enabling Framework approach to consider a range of future delivery options that could potentially meet the Council's security needs.
- 2.3 The review included options such as in-house provision, a hybrid of in-house and 3<sup>rd</sup> party, working with other public sector organisations, as well as third party providers to identify the right service delivery model that meets our criteria, affordability and service quality requirements.
- 2.4 By structuring the service review into security within the parameters set out in the Enabling Framework, the focus of decision-making on future service models not only considered factors such as affordability and risk, but also broader outcomes such as social value and community wealth building (CWB).
- 2.5 The Enabling Framework allowed the service review to apply a consistent methodology to all potential service options to come to a rationale conclusion that establishes best value using an evidence-based approach.

### **3. Enabling Framework – Methodology**

- 3.1 A two-tiered appraisal methodology has been established within the Enabling Framework to analyse future service options objectively against criteria that reflect the Council's duty to ensure value for money, its strategic priorities, and the preferred outcomes and objectives of the service.
- 3.2 Each option is first assessed against the 'baseline/minimum line' criteria. A minimum qualitative 'Go/No Go' criteria has to be met as part of the initial assessment phase. The adoption of a Go/No Go criteria assists in determining which options migrate to a detailed model.
- 3.3 Affordability and value for money are key criterion at this initial stage but other factors such as risk and social value are also considered. Options that do not meet key criterion are not taken forward for detailed modelling.
- 3.4 Options that are taken forward for detailed modelling are assessed quantitatively against key criteria and other factors. The following criterion are employed, as a minimum, in making decisions about whether an initiative should be considered in more detail:
  1. Affordability and value for money
  2. Performance and service quality
  3. Capability
  4. Organisational Capacity
  5. Social and Environmental Values
  6. Timing
  7. Market conditions
  8. Risk
- 3.5 Options considered for detailed assessment are then weighted to reflect the relative level of importance of each criterion, linked to the Service Outcomes. Each criterion is then scored on a scale from low to high (i.e. 0 (low) to 4 (high)), for each option considered viable.
- 3.6 All qualifying options are then scored against the assessment criteria before being multiplied by the appropriate weighting to produce a weighted total score to enable the ranking of each of these options.
- 3.7 Options considered, but rejected at the initial assessment phase, and options taken forward for detailed modelling are shown in Tables 1 and 2 respectively below

Table 1 - Options Considered:

Option	Go / No Go	Rationale	Conclusion	Scoring based on Enabling Framework
<b>A – External Provision</b>	<b>Go</b>	<p>Met minimum qualitative data on affordability and value for money.</p> <p>This option merited further detailed consideration as set out in the Enabling Framework.</p>	<p>External provision does not provide assurances of operational control, oversight, and influence over the service.</p> <p>This option does not offer any potential to increase organisational capacity and capability to enable innovation and expertise in response to a future change to corporate estate.</p> <p>Whilst external provision offers value for money, the Enabling Framework also puts an emphasis on social value impact – this option does not deliver on the underpinning ambitions of the Insourcing Policy or the Council's approach to CWB.</p>	66%
<b>B – Bring service inhouse 'as is'</b>	<b>No Go</b>	<p>Rejected at initial assessment phase.</p> <p>Did not meet minimum qualitative 'Go/No Go' criteria regarding affordability.</p>	<p>Service costs c80% more than external provision largely due to additional on-costs for transferring staff.</p> <p>A service transfer 'as is' does not meet the key affordability and value for money criteria established within the Enabling Framework and could not be considered.</p>	

<b>C</b> – Hybrid Model 1: Insource Mon – Fri security provision	<b>No Go</b>	<p>Rejected at initial assessment phase.</p> <p>Did not meet minimum qualitative 'Go/No Go' criteria regarding affordability and risk.</p>	<p>Did not fully meet insourcing policy agenda.</p> <p>Operationally more complex with two providers delivering the Council's fixed security needs thereby creating additional service risk.</p> <p>The Enabling Framework emphasises that due consideration must be given to having sufficient capability to deliver services effectively for staff and residents alike.</p> <p>This option created a different service standard on weekends at the expense of library users primarily.</p> <p>The Enabling Framework notes that the Council owning all, or aspects of the associated risks, may be a preferred option to provide greater control in managing risks.</p>	
<b>D</b> – Insource security provision at corporate hubs	<b>No Go</b>	<p>Rejected at initial assessment phase.</p> <p>Did not meet minimum qualitative 'Go/No Go' criteria regarding affordability and risk.</p>	<p>Did not fully meet the Insourcing Policy agenda.</p> <p>Operationally more complex with two providers delivering the Council's fixed security needs thereby creating additional service risk.</p>	

			<p>The Enabling Framework notes that regenerating capacity in terms of organisational infrastructure and assets may be challenging and needs to be undertaken in a controlled and managed way.</p> <p>However, to bring services inhouse in a meaningful way, there needs to be sufficient capacity within that service to allow for a successful transition.</p> <p>The corporate hub hybrid model did not provide sufficient internal resource to staff a significant security service and relied too heavily on an external provider.</p> <p>The Enabling Framework notes that the Council owning all, or aspects of the associated risks, may be a preferred option to provide greater control in managing risks.</p>	
<b>E – Insource</b> security provision at corporate hub and libraries	<b>No Go</b>	<p>Rejected at initial assessment phase.</p> <p>Did not meet minimum qualitative 'Go/No Go' criteria regarding affordability and risk.</p>	<p>This option covered 90% of the security services outlined in Option B and was marginally less expensive as a result.</p> <p>It does not meet the key affordability and value for money criteria established within the Enabling Framework and could not be considered as a viable option.</p>	

			<p>Did not fully meet insourcing policy agenda.</p> <p>Costs were c70% higher than external provision.</p> <p>Operationally more complex with two providers delivering the Council's fixed security needs.</p>	
<b>F</b> – Enter into a security agreement with another local authority	No Go	<p>Rejected at initial assessment phase.</p> <p>Did not meet minimum qualitative 'Go/No Go' criteria regarding market conditions.</p>	<p>Neighbouring authorities satisfied with existing security arrangements.</p> <p>The Enabling Framework sets out preferred market conditions for provision of services with particular emphasis on other public sector providers.</p> <p>While this option was worthy of consideration and discussion with other boroughs, timeframes and other boroughs' satisfaction with current provision did not allow for any detailed partnership discussions.</p>	
<b>G</b> – Concierge model	Go	<p>Potential for future service model but did not full meet the requirements of our current estate.</p>	<p>Met minimum qualitative data and merited further detailed consideration.</p> <p>Viable service model where estate is rationalised in a central building. The Enabling Framework sets out that insource opportunities need to be</p>	<b>58%</b>

			<p>considered in terms of the existing organisational infrastructure and assets.</p> <p>Concierge officers need additional SIA security support at specific Haringey locations and we currently do not have the internal capability to manage a concierge team based on the levels of risk identified in the security data.</p> <p>Could have been considered at a future point but did not meet current requirements of the Enabling Framework in terms risk, capacity, and capability.</p>	
<b>H – Inhouse Facilities and Concierge Model</b>	<b>Go</b>	Greater use of existing staff within OFM supplement security provision and minimise on-costs.	<p>Met minimum qualitative data and merited further detailed consideration.</p> <p>Meets insource objectives at best value.</p> <p>Greater social value in conjunction with Enabling Framework criteria and CWB approach.</p> <p>Provides stronger capacity for service control and performance management.</p> <p>Improves overall customer experience and standardisation of services within OFM.</p> <p>Greater capacity for future innovation and agile response to Council's changing estate.</p>	<b>85%</b>

Table 2 - Scoring of Qualifying Options vs Enabling Framework Criterion:

Enabling Framework Criteria	Weighting	External Provision (0 – 4)	Concierge Model Scoring (0 – 4)	Inhouse Model Scoring (0 – 4)
Affordability and value for money	2	4	2	2
Performance and service quality	2	3	2	4
Capability	1	3	2	3
Organisational Capacity	1	1	2	4
Social and Environmental Values	2	1	4	4
Timing	1	4	2	3
Market conditions	1	2	2	3
Risk	2	3	2	4
<b>Total Score</b>		<b>32/48</b>	<b>28/48</b>	<b>41/48</b>
<b>Percentage</b>		<b>66%</b>	<b>58%</b>	<b>85%</b>



**Report for:** Cabinet, 9<sup>th</sup> March 2021

**Title:** Haringey Fairness Commission

**Report**

**authorised by :** Richard Grice, Director for Customers, Transformation and Resources

**Lead Officer:** Jean Taylor, Head of Policy  
020 8489 1383  
[jean.taylor@haringey.gov.uk](mailto:jean.taylor@haringey.gov.uk)

**Ward(s) affected:** All

**Report for Key/**

**Non Key Decision:** Non-key

**1. Describe the issue under consideration**

- 1.1 The Haringey Fairness Commission 'the Commission' was established in July 2018, with the aim of better understanding the causes of unfairness and inequality in the borough through conversations with residents and other local stakeholders and developing practical recommendations for how the council and partners can tackle inequality and work to better support residents, communities and businesses in Haringey.
- 1.2 The Commission published its final report and recommendations on February 27<sup>th</sup> 2020, shortly before the start of the Covid-19 pandemic. This report set out a series of recommendations for the council, Mayor, national government and partners; including the police, voluntary community sector (VCS) and schools, designed to affect change and increase equality and fairness across the borough. These recommendations are included in Appendix B.
- 1.3 The Fairness Commission is a core priority for the Council and we committed in March 2020 to quickly publish a full Cabinet report in summer 2020 detailing in full how Commission recommendations would be implemented. This report had to be temporarily delayed due to the resource pressures of responding to the pandemic.
- 1.4 However, work to implement recommendations has continued during the pandemic – and in some cases has been accelerated in response to it. This report sets out implementation progress to date and suggests what issues within the Fairness Commission recommendations have been brought into sharpest relief and therefore have been prioritised as part of our ongoing response to Covid-19 and its impacts.
- 1.5 Implementation of Fairness Commission recommendations is being considered as part of work to refresh the Borough Plan, and will be embedded as objectives and outcomes as part of this document, which will be published in June 2021.

- 1.6 Fairness Commissioners will be consulted as part of the production of the June 2021 Cabinet report, to ensure that this work continues to draw on their significant expertise and experience and shared commitment to fairness and equality issues.

## 2. Cabinet Member Introduction

- 2.1 The fight against poverty and structural inequality should define and guide everything that Haringey does as a Council. Our overarching ambition to create a fairer and more equal borough shapes our policy and is steadily being embedded into our practice.
- 2.2 The creation of a Fairness Commission was one of our five key manifesto pledges – and was one of the very first things we set about doing in 2018. It was a collaborative review of inequality and injustice where we talked in-depth and at-length with our residents and communities about what they think needs to change in Haringey.
- 2.3 We have set about implementing its recommendations, with the aim of tackling the key causes of inequality and unfairness in the borough. In the last two years we have:
- **London Living Wage:** raised the wages of the people who staff our services (especially our care workers)
  - **Council house-building:** begun hundreds of starts on site as part of our plan for 1,000 new council homes by 2022.
  - **Council Tax Reduction Scheme expansion:** introduced one of the most expansive council tax relief programmes for our lowest-income residents.
  - **Local welfare assistance:** strengthened the safety net available for our residents by introducing a local welfare assistance scheme for people in emergency need.
  - **Ethical debt reduction policy:** introduced a new ethical debt reduction policy, which includes a focus on benefits maximisation and ensures that bailiffs are not used for council tax where people are on very low incomes, facing mental health challenges or have other vulnerabilities.
  - **Haringey Preventing Debt Strategy:** introduced a debt strategy which aims to identify those residents with the most urgent need and unmanageable or 'problem' debt and provide them with debt management support.
  - **Haringey Works expansion:** grown the council's job support service – with a key objective to lower local unemployment by raising the number of local residents hired by the council itself.
  - **Youth Services expansion:** hired new youth outreach workers and created the Haringey Fairer Education Fund to offer young people on low-incomes bursaries for higher education, work placements at the council and continuous mentoring during their studies.
  - **Borough Partnership racial inequality work:** worked with the VCS, statutory partners and our communities to improve inclusion and equality for our residents and communities, by developing and delivering work under a Partnership Programme Plan Addressing Racism and Racial Discrimination.

- 2.4 While there has been serious progress already, there is clearly much more to do. In the midst of the Covid-19 pandemic it is clear that some recommendations from the Fairness Commission should be prioritised for urgent action – where health and economic inequalities immediately put lives at risk.
- 2.5 That's why we are now prioritising a Local Welfare Assistance Scheme – offering emergency financial help to residents who've lost jobs or income due to the pandemic; an ethical debt policy – to prevent those hit by the Covid recession from falling into a spiral of debt; expanded Free School Meals – supporting families on low and insecure incomes at a time when job losses and job insecurity is rising; alongside many other key progressive interventions that the Fairness Commission called for.
- 2.6 Progressive ideas rest on the conviction that the challenges – and indeed the crises – we face are structural. We do not overcome anything alone. We need and rely on each other. We need the community around us to thrive – to be, in every sense, safe and secure.
- 2.7 The pandemic has made it clearer than ever that without fairness, without a more equal, more just society, we are dangerously vulnerable. When too many of us have low and insecure incomes, low-quality and overcrowded homes, little faith in public institutions, or limited access to basic services, we are all at much greater risk. The pandemic has been a stark reminder that we cannot ignore structural inequality – we have a moral and pragmatic imperative to take it head on.

### **3. Recommendations**

- 3.1 Note the progress made implementing Fairness Commission recommendations to date (including as part of the Covid-19 response), including on the areas which have received particular attention as part of our response to the Covid-19 pandemic.
- 3.2 Note the plan to set out how Fairness Commission recommendations will be implemented as part of the Borough Plan refresh, due to come to Cabinet for decision in June 2021.
- 3.3 Note the proposal to consult Fairness Commissioners as part of the production of June 2021 Cabinet report.

### **4. Reasons for decision**

- 4.1 The Fairness Commission was established in July 2018, with the aim of better understanding the causes of unfairness in the borough through conversations with residents and other local stakeholders and developing practical recommendations for how the council and partners can tackle inequality and work to better support residents, communities and businesses in Haringey.
- 4.2 In its final report (February 2020), the Fairness Commission made a set of recommendations to redress social, economic and political inequalities in the borough. A Cabinet report receiving the Commission's report and

recommendations noted the positive contribution evidence from the Commission had already made to informing on a number of important organisational agendas.

- 4.3 Within weeks of the publication of this final report, the UK went into the first national lockdown, and in the year since, the disproportionate impact of the Covid-19 pandemic on some of our residents has reinforced the need to address the injustices highlighted by the Commission, particularly: tackling poverty; prioritising equity and inclusion; and addressing structural inequality.
- 4.4 Learning from the Commission has helped shape our emergency response to the pandemic, including some of the ways we have worked differently with our communities and partners and in some of the new ways of delivering services. This impact is captured in a 'Recovery and Renewal' Cabinet report (December 2020), which is intended to inform the refresh of Haringey's Borough Plan, 2019-23, in light of the impact of Covid-19 on both the borough's residents and on the council, including the impact on council finances.
- 4.5 The refreshed borough plan will be published in June 2021 and will include detail on how Fairness Commission recommendations will inform how we deliver our priorities going forward. It will be accompanied by a detailed report setting out how recommendations will be implemented.
- 4.6 The purpose of this report is therefore to take stock of progress in implementation to date, as part of our response to Covid-19 (and more widely), with a focus on those themes from the Fairness Commission which have been particularly significant during the last year.
- 4.7 An overview of progress in each of these themes is included in Appendix A. Detailed actions and deliverables for these will be defined in the June Borough Plan refresh Cabinet report.

## **5. Alternative options considered**

None.

## **6. Background information**

- 6.1 Cabinet established the Haringey Fairness Commission (the 'Commission') in July 2018. The Commission was made up of twenty Commissioners and two Co-Chairs (Cllr Kaushika Amin and Professor Paul Watt) from a range of partner organisations and sectors including: the police, education, youth provision, faith groups and the voluntary and community sector (VCS).

It is important to note that the Commission is a cross-party undertaking and included councillors from all of Haringey's political parties.

- 6.2 The Commission was formally launched in July 2018, with the aim of better understanding the causes of unfairness in the borough through conversations with residents and other local stakeholders and developing practical recommendations for how the council and partners can tackle inequality and work to better support residents, communities and businesses in Haringey.

- 6.3 The Commission's final report focuses on five key themes: public services, housing, children and young people (CYP), community safety and developing the voluntary community sector (VCS). The themes were developed in response to what the Commission heard in the first phase of engagement and represent areas where there are significant inequalities for Haringey's diverse communities, for which it was felt that council and partners had the ability to address directly or influence at a local level.
- 6.4 Covid-19 has reinforced the urgent need to address the themes set out in the Fairness Commission, and in particular, the need to address the structural inequalities which have meant that some of our residents have been disproportionately exposed to the health risks of the virus, but also to the wider impacts of the pandemic. Particular Fairness Commission themes have emerged as particularly important. These are:
- Economic inequality: unemployment and low pay
  - Housing inequality: housing security, affordability and overcrowding
  - Young people: seeking to mitigate the impact of Covid-19 on education and skills, and life opportunity
  - Addressing the inequalities facing our Black, Asian and minority ethnic; and, disabled, residents;
  - Trust in public bodies and democratic participation: bringing residents into decision making and service design, with a view to increasing equity of influence, access and outcomes
- 6.5 Appendix A sets out what has been done to implement the Commission's recommendations so far.

## 7. Contribution to strategic outcomes

**Borough Plan refresh 2021-23:** Haringey is currently refreshing its 2019-23 Borough Plan, setting out how services, policies and priorities will change after the Covid-19 pandemic. The overarching priority for the refreshed Borough Plan will be to confront structural inequality in Haringey.

**Community Wealth-Building:** many of the recommendations from the Fairness Commission contribute to the the council's strategic objective of community wealth-building – keeping more of the council's pound within the borough, growing local businesses, raising local wages and lifting residents out of poverty.

## 8. Statutory Officers comments

### 8.1 Finance

As this is an update report, for noting, there are no immediate financial implications to highlight. Any financial implications arising from the Borough Plan refresh report, planned for June Cabinet, will be addressed at that time.

### 8.2 Procurement

The contents of the report are noted. The implications for procurement occur at market to ensure that social, and economical considerations are designed in the procurement process to deliver these objectives.

### 8.3 Legal

The Head of Legal & Governance has been consulted in the preparation of this report, and in noting that this is an updating report, has no comments.

### 8.4 Equality

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

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

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

8.4.3 Cabinet are asked to note progress in implementing Fairness Commission recommendations and the plan to set out how Fairness Commission recommendations will be implemented as part of the Borough Plan refresh, due to come to Cabinet for decision in June 2021.

8.4.4 The overall objective of the recommendations is to promote fairness and equality in Haringey and address inequalities that have been identified through research, consultation, and engagement with Haringey's communities and partner organisations. Noting the recommendations therefore affords the Council an opportunity to consider steps to eliminate discrimination, promote equality of opportunity, and foster good relations between communities.

8.4.5 A report will be presented to Cabinet in June that sets how it intends to implement Fairness Commission implementations, as part of the Borough Plan refresh process. When considering the recommendations and planning their implementation, the Council will have due regard for the three aims of the public sector equality duty. The June report will note the implications of the and implementation of the recommendations for the Council's public sector equality duty. Equalities Impact Assessments will be undertaken where appropriate.

## 9. Use of Appendices

Appendix A: Fairness Commission recommendations: progress so far

Appendix B: Fairness Commission recommendations

## 10. Local Government (Access to Information) Act 1985

Council response to Haringey Fairness Commission, 10 March 2020:  
<https://www.minutes.haringey.gov.uk/documents/s115067/Fairness%20Commis-sion%20March%20Cabinet%20Report%201%20march%202020.pdf>

Recovery and Renewal: report to inform the refresh of the Borough Plan  
<https://www.minutes.haringey.gov.uk/documents/s120026/Borough%20Plan%20refresh%20Dec%20report%20Cabinet%20301120%20FINAL.pdf>

This page is intentionally left blank



## Appendix A

### Fairness Commission recommendations: progress so far

#### **Economic inequality:** unemployment and low pay

The Fairness Commission proposed a series of recommendations on economic inequalities, to support excluded groups into jobs, raise wages (at least to London Living Wage), improve job security and improve working conditions. It also called for a fairer and stronger welfare safety net that prevents families from slipping into poverty and debt – and the self-propelling cycles of financial hardship that very often follow.

The impact of Covid-19 on Haringey's economy and resident employment has already been significant, and in the next phase of the pandemic, when many workers will need to self-isolate at short notice, when the furlough scheme is due to end, when businesses fold or cut back on staff, the impact of low wages and insecure work will be magnified.

The Council has invested heavily in recent years to pay all staff at least London Living Wage and to ensure London Living Wage is paid by our suppliers. Some of the key steps we've taken to raise local wages are:

- Introduced the **London Living Wage** for **home care** workers
- **Council contracts** ask suppliers to pay staff London Living Wage
- **Paid travel time** for **care workers** is now required in contracts, called for in Fairness Commission recommendation #12 and the Ethical Care Charter. Contracts also require payment for transport costs and waiting time.
- **Socioeconomic status** has been made a protected characteristic. From June 2021 Haringey will test each policy decision for its impact on its most deprived residents, alongside other protected groups. This will implement Fairness Commission recommendation #3.
- Significantly expanded the council's **apprenticeship scheme**, hiring young people from the borough, paid at least at London Living Wage.
- **Community wealth-building** policy: steering more council spending into local suppliers, including ensuring that local not-for-profit businesses and SMEs are able to participate in homecare tenders – creating more and better-paid jobs in the local economy.

The fabric of our welfare safety net has weakened in the last decade, making our residents more vulnerable to economic shocks – or to the combined health and economic crisis posed by a pandemic. Haringey has acted in recent months to strengthen local welfare provision. This includes:

- **A Local Welfare Assistance Scheme:** strengthened the safety net available for our residents by introducing a local welfare assistance scheme for people in emergency need.

- **Debt Reduction Policy:** focuses on benefits maximisation and ensures that bailiffs are not used for council tax where people are on very low incomes, facing mental health challenges or have other vulnerabilities. This progresses Fairness Commission recommendation #2 to introduce an ethical approach to debt.
- **Debt Strategy:** aims to identify residents with the most urgent need and unmanageable or 'problem' debt, provide them with debt management support and prevent a cycle of debt.
- **Free School Meals:** expansion of eligibility to Haringey children in families living in council or social housing or temporary accommodation whose parents receive Universal Credit and children in families living in private rented homes whose parents receive Discretionary Housing Payments.
- The creation of a **Haringey Food Network** and increase in **funding to food banks**.
- New help for residents to reduce **personal debts** (and help prevent accrual of further debts).
- More proactive advertisement of **Discretionary Housing Payments** and a new system in place to direct DHPs where they are needed most – to prevent rent arrears, prevent evictions and prevent homelessness.
- Introduced an **Employment & Skills** Recovery action plan to roll out a series of job training projects in Haringey (digital reskilling, health and care work, construction and other areas), including a project to support care leavers.
- Children from households with **No Recourse to Public Funds** have been prioritised for hardship payments during the pandemic.

Alongside increased subsistence payments, the expansion of Free School Meals will cover children from families with No Recourse to Public Funds, proposed by Fairness Commission recommendation #32. Our Welcome Strategy for migrants and Council-funded project to register residents for the EU settlement scheme contributes to implementation of this recommendation too.

In the medium term we also plan to simplify applications for financial help from the council – offering a single initial form to access the range of different funds (the Council Tax Reduction Scheme, Discretionary Housing Payments, Welfare Assistance, and others).

Haringey Works, our local jobs support service, is currently expanding – allowing us to support more residents from excluded groups into work and to bring more local residents into jobs at the Council. This will now be accelerated to as part of our implementation of Fairness Commission recommendation #26.

Haringey has fast-tracked some of the work to support Fairness Commission recommendation #29, setting up an emergency fund for community groups to draw on and offering 6 months of rent relief in council-owned buildings. Many of these groups have been critical to the delivery of food to residents in recent months. We are prioritising the publication of a Voluntary and Community Sector (VCS) strategy in the coming months, through which we will continue to support and work with the VCS to increase community capacity, cohesion and resilience. Our Community

Enablement Response continues to grow too – with more Local Area Coordinators hired to join up local people with local groups and networks that can support them.

**Housing inequality:** affordability and overcrowding

Fairness Commission recommendations #16, #17, #18 and #19 focused on housing inequalities. London's housing crisis has pushed many of our residents into poverty with high rents, low quality and persistent overcrowding.

Overcrowding has deepened the mental health impacts of the pandemic, as well as the impacts on physical health, education and employment. The disparity in space standards – and outdoor space in properties – has been all too clear during periods of lockdown. As domestic abuse has risen during the pandemic, the need for temporary accommodation, shelters and refuges has grown even more urgent.

In February 2021, Haringey handed over keys to the tenants of its first new council homes. More new council homes will start to be occupied over the coming months. There are hundreds of starts on site and hundreds more sites with planning permission in the pipeline. The Council now has one of the most ambitious council house-building programmes anywhere in the country.

At the same time, we are building bespoke council homes for disabled residents and creating more 2, 3 and 4 bedroom council homes for families, responding to Fairness Commission recommendations #10 and #17.

Key actions include:

- **Council house-building:** hundreds of starts on site and hundreds more with planning permission.
- **Renegotiated housing schemes:** 131 council homes at the Welbourne site and 500 council homes secured at the High Road West site in Tottenham.
- **Empty Homes Policy:** introduced a new empty homes policy, expanding the Council's use of CPO to acquire empty properties and making use of EDMOs (Empty Dwelling Management Orders) where we can to make empty homes available to residents who need them.
- **Temporary accommodation:** created the Community Benefit Society and acquired a 92-home high-quality block – which is now occupied – for temporary accommodation.
- **A new women's refuge:** acquired the former NHS site at Burgoyne Road to build a women's refuge. During the pandemic the site has offered temporary accommodation to homeless families.
- **New housing allocations policy** (Neighbourhood Moves) introduced. More than 15,000 people were emailed, 11,000 were written to and a live virtual Q&A was held (recorded and published online), responding to the call for an expansive consultation in Fairness Commission recommendation #19. Almost 600 residents replied to the survey.
- Introduced an expansive **landlord licensing** scheme. This takes a major step towards Fairness Commission recommendation #15 to drive improvements in

privately rented housing. Housing improvement officers will also be trained in how to recognise signs of modern slavery during inspections of properties.

In response to the pandemic Haringey's Public Health team have:

- Initiated a review of how overcrowding can increase vulnerability.
- Conducted an analysis of overlap between people in overcrowded conditions and people on the shielded list.
- Conducted analysis on the distribution of overcrowding and HMOs (Houses in multiple occupation).

**Young people:** tackling the impact of Covid-19 on our children and young people

Fairness Commission recommendations #20-25 focused on children and young people. To improve outcomes for young people the council has:

- Hired new **youth outreach workers** to support Haringey Community Gold.
- Begun the process necessary to pursue **Unicef Child-Friendly borough** recognition.
- Introduced the **Haringey Fairer Education Fund**, offering bursary grants for university and other higher education courses, as well as paid placements with the council to support Haringey graduates into their first job and a major programme of mentoring to support young people into higher education (and with their studies once they get there). This is helping to implement Fairness Commission recommendation #26 on employment support for people who experience labour market disadvantage.
- Refurbished the **Bruce Grove Youth Space**.
- **Youth Hub:** accelerated set up of a youth space in Wood Green. A temporary youth hub will now launch in 2021 – to be followed by a permanent hub in the years after.
- **Youth grants** secured from the Mayor of London's **Young Londoners** scheme, a major contribution to Fairness Commission recommendation #23
- £0.25m in additional **youth service funding** every year since 2018.
- Expanded **summer programme** of activities in 2018 and 2019, contributing to Fairness Commission recommendation #22.
- **Young people's mental health** will be at the heart of the upcoming Health and Wellbeing strategy – which will give parity of esteem to mental and physical health, in response to Fairness Commission recommendation #4.

**Adult Social Care:** responding to long-standing needs compounded by the Covid-19 pandemic

The impact of health inequality has been all too clear during the Covid-19 pandemic. Life expectancy is deeply inconsistent across Haringey – a child born in Highgate can expect to live 6 years longer than a child born in Tottenham.

Haringey's Adult Social Care service has programme in place to expand accessibility of our services, particularly for disabled and other disadvantaged residents, who have been disproportionately impacted by Covid-19.

We have focused on improving access to health services (including mental health, care and autism services, recognising the wholesale impact the pandemic has had on mental health), social inclusion, and working with carers. Some examples have already been set out above in relation to other Fairness Commission themes. Other key examples have included:

- Prioritised the need to achieve 'parity of esteem' between mental and physical health (Fairness Commission recommendation #4) by promoting a **digital wellbeing hub** with NHS partners and providing a range of digital mental health tools as part of the Improving Access to Psychological Therapies initiative.
- Making **culturally-informed counselling** available in a range of languages for **ESOL (English as a Second Language) residents** in partnership with Nafsiyat, a specialist intercultural therapy charity (supporting Fairness Commission recommendations #4, #8 and #9).
- In partnership with MIND's Haringey Wellbeing Network, providing **targeted support to people living with mental health conditions**.
- Planning work to **open a new mental wellbeing and recover service** at Canning Crescent, including an in-house 'safe haven' for those in crisis (but not requiring medical care).
- **Expanding** and developing the **Connected Communities initiative**, for example by increasing numbers of Local Area Coordinators in the east of the borough where inequalities are particularly prevalent.
- A **'whole-life' approach to autism and ADHD**: joining up services across the council (and our partners), so that the care people receive is designed to meet multiple needs. This is helping us to progress Fairness Commission recommendation #6 that different parts of the council work together to meet residents' needs.
- Commissioning a multi-disciplinary team to provide professional support to autistic people in crisis or at risk and working with carers to provide advice beyond health and social care-related matters.

**Democratic participation**: bringing residents into service design

The Fairness Commission itself was established to bring more residents into local decision-making. To expand participation for the long-term and build up trust with residents, the council has also:

- Introduced the **Citizens Panel**: almost 1,200 Haringey residents have been recruited to date, representing the diversity of Haringey, who are regularly engaged on policy issues.
- Created a collaborative **Adult Social Care redesign group**, with users, carers, Council officers, councillors and other stakeholders.
- **Co-designed an Autism Hub** in Tottenham with autistic residents – due to open in March 2021. The design is deliberately conducive to greater wellbeing and meets the needs of the individuals who use it - implementing Fairness Commission recommendations #8, #10 and #13 centred on key concepts of accessibility and co-design.

- Introducing the **Customer First** transformation programme to make residents' dealings with the council as quick and simple as possible.
- Created a Haringey **Disability Rights Organisation** that advocates for the social model of disability called for under Fairness Commission recommendation #7.

The Council recognises the need to move away from the concept of 'hard to reach' groups to an approach that places the onus on the Council and its partners to reach out in better ways – replacing 'hard to reach' with 'seldom heard'. This will be all the more important as Covid-19 vaccinations roll out to groups who have concerns about the safety of these.

### **Tackling racial inequality:** Haringey's Borough Partnership

The Fairness Commission recognised that structural inequalities, in areas from healthcare to employment, differentially impact Black, Asian and Minority Ethnicity (BAME) residents, combining to increase the likelihood of these residents falling into poverty.

It is well-documented that, in addition, BAME groups have disproportionately felt the effects of Covid-19, with structural inequalities lying at the heart of this. These profound impacts have been compounded for BAME residents with other protected characteristics, such as disability.

A number of Fairness Commission recommendations aim to address these structural inequalities, in particular labour market disadvantage (recommendation #26) and stimulating growth of the local VCS (recommendation #29), given that many such organisations provide vital support to BAME communities.

The Borough Partnership's work demonstrates progress being made to address pervasive racial inequality running across all Fairness Commission themes, while acknowledging that issues are entrenched and will require a long-term vision if they are to be eradicated. Work has included:

- Developing and delivering work under the **Partnership Programme Plan Addressing Racism and Racial Discrimination**, drawing on the Partnership's 9 Point Action Plan to bring together a range of areas where racism and racial discrimination are being tackled and overseeing, initiating and adding momentum and focus to relevant activity being undertaken across the borough.
- **Improving data collection on different ethnic groups and using it better** by establishing a Reference Group aiming to make practical improvements across different areas as part of a wider programme of work around data collection on ethnicity (going specifically to Fairness Commission recommendation #3b).
- **Providing emergency funding to local community organisations** enabling a range of black-led organisations to continue working effectively at a time of increased demand for services, helping address inequalities for those with whom the organisations work.

- **Increasing visibility of mental health issues for BAME and faith communities** by working with partners to encourage parity of esteem between mental and physical wellbeing (as envisioned by Fairness Commission recommendation #4).
- Providing funding for **Community Protect**, an initiative led by and working across the VCS to engage with and deliver vital public health messaging to BAME communities about Covid-related matters, including testing and vaccination (stimulating VCS growth in line with Fairness Commission recommendation #29).
- Working with Whittington Health NHS Trust to **set up an academy aimed at recruiting local people** to the Trust, addressing labour market disadvantage (Fairness Commission recommendation #26) by reaching out to graduates from local colleges and setting up mentoring schemes with team members.
- Partnering with a range of partners **to deliver holistic, joined up support and care to individuals that meets specific needs**, including extending support to those more vulnerable to Covid-19 impacts (including BAME communities), even if not in the formal 'shielded' group.
- **Listening to BAME families and communities** to understand how to best meet their needs and build long-term resilience to economic shocks and national policy changes, including through extending the Connected Communities initiative (providing joined-up service delivery as envisioned by Fairness Commission recommendation #6).
- **Delivering digital devices to those most in need**, including 850 laptops and 270 WiFi devices to children and young people, to help ensure that those who are digitally excluded, such as children from lower-income households – among whom BAME groups are overrepresented, are able to continue learning remotely.

The Borough Partnership will continue to work across a range of areas to address issues of race, racism and racial discrimination in the borough, taking a flexible and responsive approach as new issues and challenges arise.

This page is intentionally left blank



## Appendix B

# HARINGEY

## Fairness Commission

### Summary of Recommendations

#### Cross-Cutting Recommendations

1. National government should:
  - a. Recognise that economic models which prioritise growth do not work either in London, or in Haringey. A new way of thinking about what constitutes economic success is needed, recognising the need to tackle issues of low pay and poor working conditions, inequalities and environmental sustainability
  - b. Provide funding to local authorities so that they can respond to the immediate needs of people in crisis
  - c. In line with the TUC's response to the Taylor review, legislate to require companies to publish data on pay and working condition indicators
  - d. Reform Universal Credit to address the well-evidenced issues with it by, for example:
    - i. Removing the two-child limit on the child element
    - ii. Ensuring that low-income working households can keep more of what they earn before benefits start to be withdrawn
    - iii. Ensuring UC is paid to people and their landlords on time and that claimants and landlords are paid concurrently, so that landlords are paid rent at the same time it is deducted from the tenant's benefit
    - iv. Allowing housing support staff and agencies, such as Citizens Advice, to negotiate UC claims for vulnerable individuals
2. The council should introduce an ethical approach to debt, including introducing ethical debt collections in the borough
3. The council and other public sector organisations in Haringey should:
  - a. Recognise the profound and far-reaching impacts of low income, introduce socio-economic status as a protected characteristic which is considered in decision-making, service design and in Equality Impact Assessments
  - b. Recognise the need for a strong evidence base in policy and decision-making, ensure more and better data collection across different protected

characteristics so that a more comprehensive picture of people's life experiences can be built

4. The council should ensure parity of esteem in mental and physical health when designing and implementing eligibility criteria and policies
5. The council should work with other public sector employees, partners and businesses in Haringey towards introducing the London Living Wage for their employees. The council should consider incentivising businesses to achieve this by, for example, offering reduced business rates to businesses who receive London Living Wage Foundation accreditation and demonstrate payment of LLW

#### **Delivering public services**

6. The council should ensure that in all interactions with council staff, people feel that they have been listened to and understood, and that council staff in different parts of the organisation have worked together to address their needs.  
Actions to address this should include:
  - a) Training frontline staff in active listening techniques, so that they have tools to help them to more fully understand people's circumstances and needs
  - b) Identifying new ways of working so that residents do not need to provide the same data and information multiple times when engaging with frontline staff, in keeping with GDPR guidance
  - c) Working together to provide better training and support to (front-line) staff to help them to understand the factors (including distress, mental health issues and SEND) which contribute to what they might experience as challenging behaviour by service users
7. The Council should, recognising the barriers that disabled people face in their day-to-day lives and when accessing public services, adopt the social model of disability (which says that people are disabled by barriers in society, not by their impairment or difference) and ensure that it is reflected across council buildings, service delivery, policy-making and communications
8. The council should redesign frontline, customer-facing environments so that they are more welcoming to people using services, reflecting what is important to them (for example, privacy), and ensuring that they are fully accessible to customers with different impairments
9. The council, partners and other public sector organisations should prioritise embedding dignity and respect for individuals as core values underpinning the delivery of public services across the borough and commit to a culture change, so that residents always feel they are treated with humanity

10. The council should ensure that the highest standards of safe, inclusive and accessible design are secured in all new developments, recognising the frustration that disabled people and other residents feel when new local developments and businesses are inaccessible
11. The council, partners and other public sector organisations should recognise the unnecessary barriers that disabled people face in their day-to-day lives, and make collective efforts to ensure that good practice in communicating with people with different impairments is used, in line with the Equality Act and so that disabled residents are always able to access the information they need  
Actions to address this should include:
  - a) Working with residents to devise an annual 'health check' or 'audit' of their services and communications to ensure that they are compliant with the Equality Act 2010 and meet different accessibility needs
  - b) Lobbying TfL and National Rail to introduce lift access across all Tube, Overground and National Rail stations in the borough
12. When tendering new social care contracts, the council should implement the [Ethical Care Charter](#) in order to "establish a minimum baseline for the safety, quality and dignity of care by ensuring employment conditions which a) do not routinely short-change clients and b) ensure the recruitment and retention of a more stable workforce through more sustainable pay, conditions and training levels"

### **A safe and secure home for all**

13. The Council and partners should ensure that all local communities are offered a voice in service design and decision making, and that their views have a genuine impact  
Actions to address this should include:
  - a) The council and partners reviewing their approaches to consultation to ensure that the voices of those most affected by decisions are heard and so that residents feel more confident that they have had a say in decisions
  - b) The council partnering with the VCS to ensure that participation in consultation and decision-making processes are representative of Haringey's diverse local communities and include the people most likely to be influenced by decision making. An example might be encouraging "expert by experience" consultation groups/panels to influence policymaking
  - c) The council identifying more opportunities to have more open or unstructured conversations with residents, about their lives, what is important to them, and their experiences of council services

14. The national government needs to more urgently recognise the scale and impact of the housing crisis, particularly in London, by taking more immediate, concerted, practical action to address the supply of social housing and the cost, security and quality of private rented sector housing

Actions to address this should include:

- a) Following the approach in Scotland and Wales and devolve the Right to Buy scheme to the London Mayor
- b) Committing to providing more funding for the building of council and other social housing which is affordable for low-income households and reflects the costs need of building social housing
- c) Increasing, in line with inflation, the Local Housing Allowance (LHA) rates from the lowest 30th percentile of the market to the 50th percentile of the market in order to enable access to better quality accommodation
- d) Legislating to introduce rent controls in the private sector and extending the tenure of assured shorthold tenancies to a minimum of five years
- e) Devolving the power to regulate the private rental sector in London to the London Mayor
- f) Ending permitted development rights for changing offices into new homes, preventing the use of these rules to bypass the planning system, affordable housing targets and minimum space standards, thereby helping to ensure that people have access to decent homes and ensuring the protection of employment premises can be properly considered

15. Recognising the council's influence over the private rental sector is limited, it should nonetheless review what it can do to drive improvements in the quality and security of housing for the increasing number of residents reliant on this sector

Actions to address this should include:

- a) Extending the private sector licencing scheme to all private rental properties which fall outside HMO Licensing to the areas within the borough that show there is a need – for example, in the east of the borough and to all privately-owned properties on council estates across the whole of the borough
- b) Highlighting landlords who won't rent to households receiving housing benefits
- c) Running a campaign to ensure that private tenants have access to the right information regarding their rights and how to exercise them

16. Recognising the priority afforded to the borough's council home delivery programme and the positive impact this is intended to have on the numbers in temporary accommodation, the council should also take action to address the quality and appropriateness of housing for residents currently reliant on temporary accommodation

Actions to address this should include:

- a) Ensuring all residents placed in temporary accommodation out-of-borough are returned to Haringey or a next-door borough by 2022, unless they voluntarily request to remain where they are
- b) Ensuring all temporary accommodation is of a decent standard and of adequate size for housing families
- c) Working together with other Boroughs to ensure that no one in temporary accommodation is placed in Nightly Paid Annexes that haven't been inspected by environmental health officers

17. The council should do more to recognise and respond to the specific housing issues affecting disabled people.

Actions to address this should include:

- a) Following the [EHRC guidance on housing and disabled people](#) by, for example, accelerating the creation of an accessible housing register and making efforts to directly match disabled people with properties that have already been adapted when they become available
- b) Improving monitoring of contractors who do home adaptations, to ensure they comply with relevant regulations and standards

18. The council should ensure 100% of council homes are at a decent standard by 2022

19. The council should review the housing allocations policy in a more consultative format as part of the development of the new Housing Strategy and, once it is agreed, clearly communicate how it works and the rationale for this

**A fair start in life for our children and young people: education and play**

20. In line with the Timpson Review's recommendation, the Department for Education (DfE) should make schools responsible for the children they exclude and accountable for their educational outcomes

21. The council should put children's rights into practice across all its policy making, service design and delivery

Actions to address this should include:

- a) Committing to working with other public sector partners towards Haringey attaining a UNICEF child-friendly borough status
- b) Ensuring all children in care are aware of their rights and the responsibilities that statutory services have towards them, including how they can address and escalate issues of concern

22. The council should actively pursue opportunities to provide more play and leisure for children and young people and ensure that they are accessible to all

Actions to address this should include:

- a) Committing to co-designing inclusive and accessible play areas across the borough, with a focus on specialist provision and equipment for physically disabled children and welcoming play spaces for children with SEND
- b) Prioritising the development and delivery of a new, permanent youth space in Wood Green, as identified and discussed in the Young People at Risk Strategy and Action Plan

23. The council should work with partners to secure continued funding for tackling youth violence building on the Haringey Community Gold programme

24. The council and partners should use their collective influence to accelerate a systems-wide approach to identifying and responding to the most urgent risks affecting our children and young people

Actions to address this should include:

- a) The council working with the voluntary and community sector to provide mental health first-aid training for youth workers and other people working with children and young people, to ensure that they can identify and respond to their mental health needs
- b) The council and partners working together to develop a contextual safeguarding approach which includes information and guidance on how individuals and the community can create safer environments for children and young people

25. The council and schools should, building on the work of the Schools Exclusion Review, prioritise work to address the issue of school exclusion

Actions to address this should include:

- a) The council leading the development of an at-risk-of-NEET indicator (in a similar model to Ealing Council) to identify young people most likely to become NEET and target specialist interventions
- b) Secondary schools reconsidering the targets they set for A-Level take-up, with a view to encouraging take-up of Level 2 and 3 vocational offers where this is a positive route for young people and will help to keep them engaged
- c) Primary and secondary schools defining better ways of working together in order to improve transitions for young people moving into secondary schooling, particularly for young people at greater risk of exclusion
- d) In instances where fixed-term exclusions are unavoidable, schools working towards creating a welcoming 'return to school' atmosphere – e.g. emphasising the strengths that the pupil brings to the school

- e) Schools making every effort to report the main reason for exclusion from the descriptions provided by DfE
- 26. The council, public sector partners and voluntary sector organisations should work together to ensure that groups who experience labour market disadvantage, including BAME young men, disabled and neuro-diverse people, are prioritised for employment support
- 27. Schools and other education should consider how they can create LGBTQ+ inclusive environments, to foster positive attitudes to diversity and signal a zero-tolerance approach to homophobic hate crime
- 28. National government should dramatically accelerate the delivery of its commitment to increase provision for mental health staff in schools, set out in the NHS Long Term Plan

#### Valuating the contribution of Haringey's communities and the voluntary and community sector

- 29. The council and partners should redress the balance in access to opportunities for growth for Haringey's voluntary and community sector

Actions to address this should include:

- a) Monitoring and periodically evaluating the implementation of the Procurement Strategy to ensure that the VCS are benefiting from the new approach, and promote successes to be adopted by other public sector bodies
- b) Introducing a "Haringey Community Champion" awards scheme, to recognise the many people across the borough who make a positive difference by helping others
- c) Responding to the House of Lords Select Committee recommendation, the council and other public service commissioners adopt a partnership approach to service design and provision, involving charities, other voluntary bodies, service users and beneficiaries in the commissioning process from an early stage. This will require public sector commissioners to embed a genuine partnership approach in their structures, processes, contracts and cultures to ensure that the best possible results are achieved
- d) Responding to the House of Lords Select Committee recommendation public service commissioners should also be encouraged to commission different types of services together. They should consider the potential of whole systems commissioning and whole person commissioning, with services and the commissioning process being designed around the needs of beneficiaries.

This will result in better services for end-users and long-term savings for commissioners

### Building safer and more inclusive communities

30. The police, council, VCS and partners should use their collective influence and relationships to further improve relationships between the police and local communities

Actions to address this should include:

- Working with Haringey Independent Stop and Search Monitoring Group (HISSMG) to identify opportunities to talk to parents and carers about the role of stop and search in protecting young people, as well as the rights that young people have when they are stopped and searched (including under S60)
- When undertaking street duties training, including the voice of Independent Advisory Groups (IAG) and/or Community Monitoring Groups (CMG)
- Neighbourhood policing teams and grassroots organisations identifying further opportunities to run joint workshops and engage with local communities and the VCS in different settings and scenarios in order to build trust and raise awareness of rights under Stop and Search. This should include regular updates on actions taken by neighbourhood policing teams in response to community feedback about engagement
- The police and the council working together to, as part of safeguarding practice, inform parents or carers of children and young people under the age of 18 who have been stopped and searched
- The police, the council, and VCS organisations working together to offer shared training to all North Area BCU officers and, where appropriate, other public and voluntary sector workers, in trauma-informed approaches to policing
- The police, council, other public sector bodies and VCS organisations working together to develop and deliver a local campaign to promote Crimestoppers and the youth version, Fearless, so that the community are more aware of the benefits of reporting crime anonymously. This should include regular feedback about how reports made through Crimestoppers and Fearless have been successful in solving local crime



31. Recognising the role of restorative justice in combating hate crime, the London Mayor should enhance support for the London Restorative Justice Service, Restore:London, by making more funding available to local community organisations and police teams to deliver a high standard of restorative justice by properly-trained facilitators.
32. The council, partners and other public sector organisations should work together to:
  - a) Create a shared equality and diversity action plan for the borough to celebrate our many different cultures and experiences together
  - b) Provide better support for refugees, asylum seekers, migrants and people with NRPF. This could include, for example, the Council's Expanded Free School Meals Working Group prioritising the provision of free school meals to children of families with NRPF

This page is intentionally left blank

**Report for:** Cabinet, 9 March 2021

**Title:** Climate Change Action Plan

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

**Lead Officer:** Joe Baker, Head of Carbon Management, x3976.  
[Joe.baker@haringey.gov.uk](mailto:Joe.baker@haringey.gov.uk)

**Ward(s) affected:** All

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

## **1. Describe the issue under consideration**

- 1.1 In March 2020, the Council launched the draft Haringey Climate Change Action Plan. This document set out the ambition and the actions required to make the Borough net zero-carbon by 2041 and for the Council's core operational buildings and fleet to be net zero carbon by 2027. Following its launch, the Action Plan underwent a process of public engagement to increase the awareness of the issues around climate change, highlight the level of work required to deliver this ambition, gather the views of the community on the Action Plan, and help prioritise actions.
- 1.2 This report is to accept the results of the public engagement on the borough's Climate Change Action Plan, agree the Council's responses to this engagement process, agree the alterations to the Action Plan which have been made as a result and formally adopt the Haringey Climate Change Action Plan.

## **2. Cabinet Member Introduction**

- 2.1 The significant community interest and engagement on this Action Plan has shown that there is high level of support from the community on tackling Climate Change. Nearly 4 in 5 respondents said that they were very concerned about climate change and that action should be a priority. Climate Change is a risk to us all through heatwaves, energy costs rising and local flooding. We have demonstrated through the recent pandemic that as a community we can change for the better, and we can tackle emergencies together.
- 2.2 In the last year we as a Haringey community have had to deal with the COVID emergency. It has impacted us all with positives and negatives. It has shown how together we can address an emergency. In addressing this pandemic, the Council has had to alter the way it delivers services, we have seen the health and economic benefits of reductions in traffic on our roads, and the benefits from increasing numbers cycling. The community across the borough has also responded by growing community networks. Sharing knowledge, resource and developing projects that have brought us closer.

- 2.3 This Action Plan sets out how the Council will be a leader and how together we will deliver homes that are healthy, comfortable, and affordable places to heat and power. It sets out how as a community we can support our local businesses with low carbon buildings and purchasing local goods. The Plan enables us to all share the benefits of quiet and calm neighbourhoods with accessible and safe, low carbon travel options. The Plan also sets out how we can increase the amount of power generated in our borough through clean and green energy. Most importantly, the Plan sets out how we as a community will work together to address the Climate Emergency.
- 2.4 Since the draft Action Plan was launched a year ago, we have not stopped action on delivering carbon reduction projects. In the last year we have started our School Streets Programme, worked with local businesses on e-cargo bikes, and started the Homes for Haringey retrofit programmes. We are delivering policy documents such as the New Local Plan and the draft Walking and Cycling Action Plan. We launched web-based tools to help awareness and understanding of low carbon choices with the Ecofurb web page, and a Clean Car App to assess the options of electric vehicles.
- 2.5 Communities with low car ownership are blighted by the worst air quality, and their access to public transport and active travel options needs to be improved. This has become worse when public transport capacity was reduced to support social distancing. In response, the Council is supporting new walking and cycling infrastructure so we can deliver better air quality and carbon reduction. Delivering healthier lifestyles and increased access to jobs and services are also key parts of the Plan. The Climate Change Action Plan will also support our work in addressing poor quality housing and the rising number of families in fuel poverty, again a situation that has been exacerbated during the pandemic. The Action Plan can deliver a win for the many.
- 2.6 For Haringey to become Net Zero Carbon, the Council, residents, visitors, stakeholders, local businesses, and government need to work together to deliver the Action Plan's ambition. Combating climate change is a collective endeavour, and we will continue to work with colleagues across the sector to share knowledge so we can keep Haringey's target date of 2041.

### **3. Recommendations**

For Cabinet to:

- 3.1 Accept the results of the community engagement on the draft Haringey Climate Change Action Plan and the alterations made as a result of the feedback;
- 3.2 Agree the alterations within the Haringey Climate Change Action Plan that have been made based on the community's feedback;
- 3.3 Agree to adopt the updated Haringey Climate Change Action Plan

### **4. Reasons for decision**

- 4.1 Delivering a net zero carbon borough by 2050 is an objective in the Borough Plan 2019-23. However, in light of the new scientific evidence published in the

report *Special Report on Global Warming of 1.5 degrees Celsius* by the Intergovernmental Panel on Climate Change (IPCC, 2018), Full Council in March 2019 agreed to declare a climate emergency, and to review this date for delivery with a view to bringing it forward in recognition of that emergency.

- 4.2 In March 2020 the Council agreed to publish and consult on the draft Haringey Climate Change Action Plan. The Action Plan sets out the actions required with a challenging but realistic timeframe to reduce the borough's carbon footprint. It sets out the actions which are already funded, the additional funding that is needed and the legislative changes needed. It also outlines the delivery routes with national, and regional government, as well as the work required from borough's stakeholders. Between October 2020 and January 2021, the Council undertook engagement across the Haringey Community. This information has been used to inform the draft Action Plan and set clearer priorities for the Council and community to focus on.
- 4.3 National and regional governments have increased their focus and funding on the delivery of "Green Growth" and funding related to COVID recovery plans for England all have a focus on a green recovery. The Action Plan now reflects these changes at a national and regional level and new funding opportunities. This Action Plan will enable the Council to secure these funding streams.

## 5. Alternative options considered

- 5.1 **Reflect a limited number of points from the community in the CCAP.** This was rejected as the Climate Change ambition and its delivery is far wider than just the Council. The Council only directly manages approx. 8% of the borough's total carbon footprint. This covers all council buildings, the majority of the schools, the Council's fleet and the Council's housing stock managed through Homes for Haringey. Therefore, if the borough is to deliver a Net Zero Carbon Borough this will need to be based around trust and shared knowledge. By taking on board the community views this will start this process.
- 5.2 While reflecting only a limited number of points from the community may allow us to remain focussed on a smaller number of priority areas. This option was rejected because of the considerable community and partnership contributions needed to implement the CCAP.

## 6. Background information

### **Net Zero Carbon Updates: national, regional and local context**

- 6.1 In response to the growing evidence of a changing climate and the role in with society has caused this in 2008, the UK agreed the world's first primary legislation (the Climate Change Act 2008, amended in June 2019), requiring all layers of government to deliver action to reduce carbon emissions, abating 100 per cent of emissions by 2050, from a 1990 baseline. Since the government passed this Act, the rate of reduction in carbon has been varied, but with an overall downward trend in emissions. However, the rate of reduction has not met the scale necessary, as set out by the UK Government's Committee on Climate Change and the UN's IPCC.

- 6.2 On 8<sup>th</sup> October 2018, the IPCC released a report titled *Special Report on Global Warming of 1.5 degrees Celsius*. This report warned that if the planet warmed by 1.5 degrees Celsius, there would be devastating consequences, such as the loss of most coral reefs, and increased extreme weather such as heatwaves and floods. Given that the planet is currently heading for 3 to 4 degrees Celsius warming, keeping to 1.5 degrees Celsius requires a radical shift, unprecedented in history for its speed, across energy, land, industrial, urban and other systems to reduce emissions.
- 6.3 Since the 2018 IPCC report there has been a rapid growth globally in citizen-led campaigns for greater action on carbon reduction and to address the risks that a changing climate will bring. This is seen most notably by Extinction Rebellion (also known as XR) which is a global climate change movement with the stated aim of using non-violent civil disobedience to compel government action to avoid tipping points in the climate system.
- 6.4 National government and the GLA have recently strengthened their policies. The government launched its 10 Point Plan for a Green Economy<sup>1</sup> in November 2020 which set out the actions that the government would lead on to deliver a net zero emission UK by 2050. The first major economy in the world to adopt this target. The Climate Change Committee that oversees the UK carbon reduction performance, also published their 6<sup>th</sup> Carbon Report<sup>2</sup>, which included details on what local authorities should be working on. The London Assembly and the London Mayor declared an emergency and work to a 2030 carbon neutral capital.
- 6.5 In 2011, the Council and borough community agreed to work to the target of reducing borough carbon emissions by 40% by 2020 from a baseline year of 2005. The 2018 data (the latest available dataset) shows that the borough reduced its carbon emissions by 36.7% in the period from 2005 to 2018. This is higher than the 33.8% decrease seen in the UK as whole over the same period.
- 6.6 The Haringey Borough Plan 2019-23, adopted by Cabinet in February 2019, stated the Council's ambition to deliver the 40:20 ambition, and then move Haringey towards being a net zero carbon borough by 2050. Building on this, in March 2019 Full Council declared a Climate Emergency and urged the development of an action plan to decarbonise the borough by the earliest date that was both ambitious but achievable.
- 6.7 To deliver this new ambition in March 2020 the Council adopted the draft Haringey Climate Change Action Plan. This was developed across services within the Council, and with residents and groups in the borough. It set out the measures needed to deliver a Net Zero Carbon Borough by 2041, which was assessed as a practicable timeframe for delivery. In adopting the draft action plan, the Council agreed to engage with stakeholders to gather their views on the action plan and the prioritisation of actions. This would ensure that the final document was robust and increased community understanding and buy in.

<sup>1</sup> <https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution>

<sup>2</sup> <https://www.theccc.org.uk/publication/local-authorities-and-the-sixth-carbon-budget/>

- 6.8 In response to COVID-19, the Council's Good Economy Recovery Plan (August 2020) sets out a focus on a "green recovery" and "green economy". The Council's Borough Plan refresh in 2021 is bringing the Council's commitments up to date to respond to COVID and to ensure it complements this Action Plan.
- 6.10 Key cross-cutting themes have emerged during the development of the Haringey Climate Change Action Plan, which have been embedded in the actions and objectives. These include:
- The scale and impact of the climate crisis requires the Council and its partners to be ambitious.
  - Action on climate change is action for social justice since a changing climate will impact most significantly those who can least afford to adapt.
  - Acting on climate change creates opportunities to deliver wider benefits for health, wellbeing and the local economy.
  - This Action Plan is an evidenced-based document, but the scope of Haringey's ambition should also extend beyond what is easily measured by the Council. Many of these factors, such as aviation and food, have a significant impact on climate change, but are not included in this plan.
  - Delivery of a target to be net zero carbon by 2041 cannot be achieved by the Council working alone. The Council and borough stakeholders need to support this ambition from the borough's residents, businesses and visitors. The Council will lobby central government and others to secure the action and investment needed at a national and regional level.
  - Achieving a carbon neutral future is as much about culture change – at community, organisational, household and personal level – as it is about infrastructure. Communication and engagement with stakeholders and the community will be of fundamental importance. To do this in a credible way the Council must demonstrate leadership, and encourage other individuals, groups and organisations to take a similar leadership role.

### **The Engagement Process**

- 6.11 Due to legislation and public health advice around gatherings during 2020 the engagement process was moved on-line. This meant that on-line tools were developed and used to gather information, and all meetings were held with the help of virtual platforms. Four key strands of consultation took place:
- 6.11.1 **Survey of the Haringey Citizen's Panel** in October 2020. The Haringey Citizen's Panel is a selected sample of the borough that represent the wider population. This group were asked 12 questions around the level of ambition, projects they feel the Council should prioritise, and some of the barriers that are stopping people from taking action.
- 6.11.2 **Presentations to community groups.** Although limited and challenging to do during 2020, the Council spoke at approx. 10 meetings with community groups on the Climate Change Action Plan. These included the Haringey Climate Forum, Haringey Youth Advisory Board, and the Action Plan was further communicated by the community at other groups such as the Haringey Pensioners Group, Conservation Area Advisory Committees, and Schools Forum. In these meetings an overview of the action plan was given, and



responses and feedback gathered. Attendees were also asked to go online to complete the web page questionnaires or send in their feedback via email.

**6.11.3 The Haringey Climate Change Action Plan web pages.** The Council developed an interactive 'Commonplace' web platform that focused specifically on the issues in the Climate Change Action Plan. It asked questions around the prioritisation of the Climate Change Action Plan and the projects that the community would like to see brought forward. It also asked for suggestions for future projects that could be investigated for co-delivery. Alongside this the Council developed a carbon budget simulator tool for prioritisation, this allowed people to allocate a fixed number of credits into projects. This would show where people would like the community and Council to focus its efforts.

**6.11.4 Youth Engagement.** The Youth Advisory Board was commissioned by the Carbon Management and Planning Policy teams to get feedback from young people on a set of tailored questions on climate change and taking action, as well as specific questions to help develop the New Local Plan. This engagement took place in January 2021.

## **6.12 Response Numbers and Demographics**

**6.12.1** The Council received responses from approximately 700 individuals and 10 community groups making over 1,000 points. They have all given multiple responses to the draft Climate Change Action Plan. A full breakdown of results can be found in Appendix 2 of this report, but summaries are provided below.

**6.12.2** The highest number of responses (625) were gathered through the open response process - through the Haringey Climate Change Action Plan web pages. The Council encouraged individuals and community groups to respond via this platform. Council officers also targeted communications to sections of the community whose views are key to the future of the borough and who are most likely to be impacted by a changing climate. This included hosting events with the Haringey Youth Advisory Board, and promotions to the Hornsey Pensioners Group.

**6.12.3** The Haringey Citizens Panel was specifically targeted to gather views from a representative sample from the borough, with a survey in October. The responses from this sample don't vary hugely from the wider responses and the answers are fairly consistent across the various groups who responded - the one exception being a higher likelihood among men to say that they are not concerned about climate change. The wards which are overly represented in responses were from West Green Ward, closely followed by Tottenham Hale and Tottenham Green Wards.

**6.12.4** The Citizen Panel engagement process also gathered information on whether people were already altering their lifestyles in response to Climate Change. Residents were asked to pick from a list of 9 measures that people were considering or already undertaking to reduce their carbon footprint. This showed that over 50% of respondents were already undertaking 6 or more measures that delivered positive action on addressing climate change. This shows that residents are already making a significant number of lifestyle choices to address the Climate Emergency.



## **6.13 Feedback and Alterations on the Ambition and Scope of a Net Zero Borough**

- 6.13.1 All four of the engagement processes that took place showed a very significant percentage of people who responded were very concerned about Climate Change: 71% of the Citizen's Panel respondents.
- 6.13.2 This was further reflected that nearly 4 in 5 people felt that Climate Change should be a key priority for the Council: over 85% of Citizen's Panel and Commonplace respondents stated that the climate emergency should be a major priority for the Council over the next 5 to 10 years.
- 6.13.3 With 77% feeling this should be factored into every decision, and a further 20% felt it should be a major priority in all decision making. 53% of people strongly support or support the Council's vision, the steps it needs to take urgently, and support the honesty on setting a realistic target date of 2041. However, many people also expressed they would like to see the Council acting with urgency and seek to achieve the target much sooner than 2041 to reap the benefits of a better, more sustainable lifestyle and environment. Many people felt strongly that the Council should demonstrate leadership, inspire and enable local people to play their part. Feedback included that the Council was more positive in promoting its Climate Change vision for the borough, emphasising to people that we will be able to get quality of life back rather than having to give it up. Many people also felt that the actions taken in response to the pandemic emergency should be scaled up to deal with the climate emergency, and that the Council has shown that this can be done.
- 6.13.4 The Youth Advisor Board (YAB) results provided 323 responses. This showed that 52% of the respondents felt that they knew a lot about the causes and impact of climate change. With 68% saying that Climate Change was of great concern for them.
- 6.13.5 Biodiversity was highlighted by respondents and nearly all community groups as a major omission in the action plan. This highlighted that the climate and ecological emergencies are inherently linked. This link has recently been highlighted as a cause of the global pandemic.
- 6.13.6 The majority of respondents across all platforms also confirmed that they already have made changes to their day-to-day lives and would be willing to make more changes.

### **How does this reflect regionally, nationally and internationally?**

- 6.13.7 The Council's survey data is backed up by London wide research. In November 2020 London Councils published its inaugural survey of Londoners' attitudes to climate change<sup>3</sup> which surveyed a representative sample 1,000 London residents about their level of awareness, concern, impacts from, and motivation to take action regarding climate change.

---

<sup>3</sup> <https://www.londoncouncils.gov.uk/members-area/member-briefings/environment/poll-attitudes-climate-change>

- 6.13.8 The London poll shows that a significant majority of Londoners across all groups are concerned about climate change and believe that everyone should be taking action to address it. Headline findings include:
- 82% of Londoners are concerned about climate change, with 40% describing themselves as very concerned.
  - 57% of Londoners say their level of concern has increased in the last 12 months.
  - 71% agreed with the statement that: “Climate change is a significant threat to London and Londoners, and we need to act quickly and work together to reduce its severity and adapt to its impacts now and in the future”, with an equal split between strongly agree and somewhat agree. This wording is taken from the Joint Statement on Climate Change.
  - 87% of Londoners are motivated to help prevent climate change
- 6.13.9 The Council’s data is also backed up by a recent national survey in England’s towns and cities on the environment. This report by the Centre for Towns for the European Climate Foundation found that despite a growing electoral divide between towns and cities, there is broad consensus on Climate Change and signs the divide on views may be shrinking. In its December 2020 study “More United Than You’d Think: Public Opinion on the Environment in Towns and Cities in the UK.”<sup>4</sup> the You Gov surveys showed that 64% of residents in cities thought that Climate Change was the most important environmental issue facing them.
- 6.13.10 This study showed that given a choice between the options of protecting the environment versus economic growth, a majority of people supported the former. Support is highest in core cities - where 63% of people agree). This highlights the logic for environmental action being made integral to the strategies for economic growth.
- 6.13.11 In January 2021 the UN published its findings on public opinion and Climate Change. The UN Development Programme (UNDP)<sup>5</sup> questioned 1.2 million people in 50 countries, to gather their views on Climate Change. With 64% of those surveyed agreeing that there was a Climate Emergency. From the UK 81% agreed with the statement, which alongside Italy was the highest percentage of the population. While younger people showed the greatest concern, with 69% of those aged 14-18 saying there is a climate emergency, 58% of those over 60 agreed, suggesting there is not a huge generational divide.

### **How has this engagement information altered the Action Plan?**

- 6.13.12 In response to the feedback the main request was to increase the level of importance of carbon reduction across the organisation. Respondents sought to have climate change as a key driver across all the plans and projects that the organisation delivers. Carbon Management will be working closely with the services across the organisation to ensure that this is delivered.

<sup>4</sup> <https://www.centrefortowns.org/reports/public-opinion-on-the-environment/viewdocument/24>

<sup>5</sup> <https://www.undp.org/content/undp/en/home/librarypage/climate-and-disaster-resilience-/The-Peoples-Climate-Vote-Results.html>

6.13.13 The following alterations have been made to the Action Plan and the way the Council addresses the Climate Emergency as a result of feedback on the Climate Change Action Plan. (C=Council, H=Housing, W=Working, E=Energy, T=Transport, Comm=Community):

- In the proposed Borough Plan Refresh (Summer 2021), Climate Change now has its own objective, giving it greater prominence and oversight.
- Under Objective C3: added an action; All Council decisions need to factor in carbon reduction, ongoing.
- Under Objective C3: added to an action (carbon reduction in procurements); seek to set targets to reduce embodied energy by 2021.
- Some timeframes have been changed (brought forward / pushed back) to recognise the urgency and prioritisation from the community; Objectives C1, C2, H1, H2, H4, H6, W1, W3, E2, E3, Com1, Com2, and Com3. Other changes in timeframes have been picked up below.
- Under Objective C3: we have clarified an action (Council's investments) to review both banking and pension investments and ensure they are investing in low-carbon investment schemes and avoiding carbon-based industries. To measure the carbon intensity and footprint of the Council's pension investments and monitor for improvements.
- The overall Transport Objective has been reworded in response to comments, to: 'Reduce emissions related to road transportation by 50% by 2025, by growing public and active travel options, low-carbon transport options and infrastructure (e.g., EV charging stations)'
- Addition of a new Objective Com4: On the Ecological Emergency has been added with carbon-related actions to support this.

#### 6.14 Feedback on the Priority Areas that the borough should focus on

Although data was collected across all processes. The Carbon Priority simulator recorded the priority areas for the community are:

- Investment in transport infrastructure for walking and cycling (85%)
- Retrofitting council-owned homes (74%)
- Reducing carbon emissions in new-build developments (72%)
- Embedding sustainability and carbon reduction in the Council's procurement (67%)
- Installing local renewable energy production in Haringey (59%)

6.14.1 Other priority areas included: prioritising net zero carbon buildings, renewable energy and schools, delivering a pilot retrofit scheme for council estates, lobby for funding and advice to enable higher levels of public-sector retrofitting, support the training of individuals, and consider more seriously the impact of embodied energy in operations and buildings. In addition, there is an urgency to addressing the growth in private motorised vehicles during the pandemic, as well as the surge in deliveries from online shopping. There is wide support for tackling the traffic and pollution problems of Haringey's roads. Furthermore, many respondents requested the Council recognises the ecological emergency and prioritise habitat creation, expanding green spaces, and enhancing biodiversity.

#### 6.14.2 **How this engagement information has altered the Action Plan**

Many of the priority areas are already covered within the Action Plan but the feedback has helped reprioritise some of these actions. As a result of this the Council will focus on embedding sustainability and carbon reduction across all the Council's services and greater focus will be put on increasing local renewable energy production in Haringey

### 6.15 **Feedback on Specific Projects and Policy Areas**

6.15.1 Over 70% of people wanted to see the installation of solar panels on local buildings. Over 65% of people stated that low-traffic neighbourhoods and segregated cycle lanes should be prioritised by the Council and Transport for London to reduce travel emissions. 52% of respondents wanted to see community information events, specifically requesting local information hubs in shopping areas (e.g., in Wood Green and Tottenham).

6.15.2 Although response rates to workplace actions were low, respondents felt that a low-emissions delivery network and understanding the impact of their business were important in reducing workplace emissions.

6.15.3 Respondents also commented that the needs of disabled people and households with mobility issues should be better considered when designing the highways and public realm and explicitly referenced in the actions to help them reduce their carbon emissions.

6.15.4 The transport section had highest number of responses on Commonplace (155 responses, 74% of total respondents), which is significant. This agenda item is at the front of everyone's mind with conversations across the UK and London on LTNs and cycling infrastructure. Since the Climate Change Action Plan was launched the Council has committed to and is launching its Walking and Cycling Action Plan (WCAP). All the feedback from the Climate Change Action Plan engagement will be embedded into the process of the WCAP.

6.15.5 Feedback was received on the presentation of data on transport. It was asked from several groups that the Council publishes both sets of data - emissions from transport and number of car journeys (both local and through traffic).

#### 6.15.6 **How this engagement information has altered the Action Plan**

Changes to specific projects made as a result of the engagement process: (C=Council, H=Housing, W=Working, E=Energy, T=Transport, Comm=Community):

- Objective C1: Added action; Seek to expand the number of council solar installations and work to support community installations on council assets. From 2021.
- Objective C1: Changed an action (refurbishment of council buildings); added "to roll out a boiler replacement programme in core buildings, from 2021".
- Objective C2: Changed an action (staff parking provision); review the Parking Policy and reduce overall staff car parking spaces and permits with the objective of reducing overall car parking spaces and permits, from 2021.
- Objective C3: Changed an action (carbon reduction in procurements); seek to set targets to reduce embodied energy.

- Objective C3: clarified two actions (vegetarian foods through meal procurement and council events); added that there should be options for vegan foods.
- Objective C4: Added to an action (delivering training and events on carbon reduction); to promote behaviour change ideas around carbon reduction including lifestyle choices, from 2021.
- Objective C4: Changed an action (increasing staff recycling); changed the wording, to focus staff and council systems to follow the waste hierarchy: to reduce, reuse, repurpose, repair resources before recycling, with recovering or disposing as a last resort.
- Objective H2: Changed an action (carbon reduction in housing tenders); added the requirement to minimise overheating risk as an essential criterion.
- Objective H3 : Changed an action (analysis of the CROHM tool); deleted original wording and replaced with: Identify the streets/areas with the greatest potential for energy efficiency improvements including energy generation. Analyse the CROHM tool by Parity Projects to understand the potential range of improvements required to be undertaken by private homeowners. To inform a neighbourhood approach to delivering education and awareness campaigns to retrofitting.
- Objective H4: Added to an action (identify external funding streams); added that funding should be identified for temporary housing, hostels and bed & breakfasts too, from 2021.
- Objective H5: Changed the overall objective to “Work with landlords to go beyond the minimum standard of Energy Performance required and aim for an EPC C standard for private sector housing by 2035”.
- Objective H5: Added to an action (lobby government); revise EPC rating required for all private sector homes, by 2021.
- Objective H5: Changed an action: in addition to identifying penalties and incentives for landlords to comply with legislation, added ‘and go beyond the minimum requirements’.
- Objective H5: Added an action; require all landlords of privately rented homes to provide an Energy Performance Certificate (EPC) certificate where applicable when applying for a property licence. From 2021.
- Objective H6: Changed an action (reviewing conservation area boundaries); instead, it says to deliver updated retrofit design guides for conservation areas to set out recommended approach to retrofitting sensitively and minimising impact on heritage assets. To engage on implications of fabric improvements and energy reduction technologies on a cross-disciplinary basis.
- Objective W6: Added an action; set up an e-cargo bike or cargo bike delivery service trial for local businesses in 2022.
- Objective W6: Added an action; increase education to encourage companies to adopt a circular economy approach to their business model, from 2022.
- Objective T2: Added to action on the presumption in favour of reallocating highway spaces, to include the re-prioritisation of crossings in favour of pedestrians.
- Objective T2: Changed an action (installing safe cycle storage); to scale up the installation of safe cycle storage in residential streets, in shopping areas and at all transport interchange points to promote active and public transport travel, by 2024.
- Objective T2: Added to an action (introducing a bike hire/sharing scheme): to consider an e-bike scheme as well, by 2022.



- Objective T2: Changed an action (implement Zero Emission Zones): To explore, design and implement Low Traffic Neighbourhood areas. Review and address concerns from the Liveable Neighbourhoods Crouch End project, with view to roll out.
- Objective T2: Added an action; Aim to reduce emissions from road and resurfacing works, for non-road mobile machines through stronger planning policy and enforcement, from 2021.
- Objective T4: Added to overall objective, clarifying that low- and zero-emission vehicles are specifically aimed at people who are less able to rely on active and public transport infrastructure to move around.
- Objective T4: Changed an action (planning applications to include EV charging points); changed the emphasis from all new homes should have charging points to homes having access to charging point facilities within their area.
- Objective E2: Added an action; work with community energy groups and other relevant organisations/groups to establish viable financial and delivery models for individuals, businesses and community groups for energy projects. 2021.
- Objective E2: Added an action; Support local apprenticeships to carry out solar PV installation works, from 2021.
- Objective E4: Added to an action (training sessions for renewable energy); added that sessions should include the importance of improving fabric efficiencies.
- Objective E4: Changed an action (planning guidance for residents); added that this should provide advice on improving the energy efficiency of the building and reducing draughts to support the efficiency of heat pumps and prevent high running costs.
- Objective Com1: Added to an action (Green Homes Programme); to help expand its remit and audience, from 2021 annually.
- Objective Com1: Added an action; Set up a programme of community meeting events to promote the action plan, 2021.
- Objective Com1: Added an action; Review of the HCCAP to align with new legislation, policy, funding and technological advancements. By 2030.
- Objective Com2: Changed an action (Community Energy Fund); added the running of low-carbon project competitions, from 2021.
- Objective Com3: Changed an action (delivery of a green hub); added clarity that it would accommodate retrofit installers, provide training on a large scale for young people, re-training for people entering into the green sector and training for people to specialise in retrofitting heritage buildings. 2022.
- Objective Com3: Added to an action (advertise training and career opportunities); to advertise council-owned deep retrofit projects as training opportunities for local young people as paid work experience or apprenticeships, from 2021.
- Objective Com3: Added an action; Develop a low-carbon volunteer network to promote retrofitting in public and private sector, with volunteers receiving training, from 2022.

## 6.16 Feedback on the Barriers for Action

- 6.16.1 The most mentioned barriers for retrofitting were the high costs, having access to trusted and local suppliers and having the knowledge to undertake retrofitting. Over 63% of people said grants or tax incentives would make 'a lot of difference' to their decision to retrofit. These are barriers to over 70% of

people who were keen to install solar PV and air source heat pumps and 59% of people who would insulate their home.

6.16.2 In terms of travel behaviour, the vast majority of people felt it was the physical highway infrastructure that prevented people from walking and cycling more or at all. People cited dangerous driving behaviour, high levels of air pollution, lack of segregated cycle lanes, narrow pavements, pavements not accessible for disabled people and high levels of road-side car parking.

6.16.3 In response to what would encourage people to shop more locally without cars, people's most selected factors were having more street trees and planted beds and having a better public environment.

#### 6.16.4 **How this engagement information has altered the Action Plan**

Changes made because of the engagement process that will help overcome the barriers highlighted. (C=Council, H=Housing, W=Working, E=Energy, T=Transport, Comm=Community):

- Objective H4: Added an action; seek appropriate finance models for leaseholders on council estates that are undergoing retrofits, and ensure they are able to 'opt in' to the works to ensure a whole-building or whole-estate approach. From 2021.
- Objective H4 & E4: Added an action; explore the setting up of local pop-up advice centres or stalls to help residents and businesses with retrofitting and installing renewable energy technologies. 2021-2022
- Objective T1: Changed an action (survey residents to identify barriers); changed to: Engage with residents to overcome the barriers to enable switching to active and zero carbon transport, including behavioural change methods.
- Objective T1: Clarify an action (scale up bike training and education); to target groups that are less represented amongst cyclists (ages, locations, socio-economic background, ethnicity, gender).
- Objective T1: Added an action; engage with disability groups and residents to understand the needs to make public spaces more accessible. 2021.
- Objective T1: Clarified an action (lobby TfL to introduce more Zero Emission Bus routes); to include: increase east-to-west bus routes, smaller buses with shorter routes, from 2021.
- Objective T2: Added an action; consult with road safety groups and other relevant organisations to ensure highway designs are safe, from 2021.
- Objective T4: Added an action; Seek to overcome barriers to EV charging point infrastructure for residents without driveways, from 2022.

### 6.17 **Additional points raised by the community – lobbying asks**

6.17.1 The engagement process highlighted the need for further lobbying on items. As a result of this feedback the lobbying letters and key messaging to national and regional government will be redrafted and resent. Additional asks will include:

- Expanding the Salix loan scheme for public sector retrofitting;
- More subsidies or funding for renewable energy should enable residents and businesses to install technologies;
- Including the need to remove solar plants from business rates and tackling the current lack of subsidies for domestic properties or small-scale installations;

- Lobby the government to adopt higher energy reduction standards than currently proposed in the Future Homes Standard consultations for domestic, non-domestic existing and new build properties.

## 6.18 Minor changes or clarifications in the actions

6.18.1 As a result engagement process a number of minor changes were made to clarify the wording of some of the actions with minor amendments. (C=Council, H=Housing, W=Working, E=Energy, T=Transport, Comm=Community):

- Objective C1 (move to 100% green tariffs); tariffs to include fuel, as well as electricity and gas.
- Objective C3 (carbon reduction in projects and programmes); included the word reduction to carbon, to clarify what projects and programmes should consider.
- Objective H5 (training events); minor rewording to: Organise training events for estate agents, landlords and landlord associations on EPC requirements and advice on how to advise landlords to retrofit properties.
- Objective H6 (set planning policies); clarified that policies will be set for existing and new buildings.
- Objective W3 (support public bodies); clarified that the support would include applying for funding, and include Asset Management as an action owner.
- Objective T2, included the words 'and accessible' before transport infrastructure.
- Objective T2 (lobby TfL); clarified that delivery would be by 2025.
- Objective T3 (workplace parking levy); changed last part of sentence to 'except disabled people'.
- Objective E1 (feasibility study for wind turbines); added a clarification that the study should assess viability in terms of wind speeds and biodiversity impact.
- Objective Com1 (community-managed web page); changed from develop to support the expansion of the webpage, 2021.

## 7. Contribution to strategic outcomes

7.1 The Haringey Climate Change Action Plan specifically delivers on the commitment in the Place Priority of the Borough Plan (2019-23) to '*Develop a plan for Haringey to become Zero Carbon by 2050 and start on its delivery*'. It also supports other objectives set out in the Borough Plan. These include:

- Housing Priority** – driving up the quality of housing for everyone. The Action Plan links in with the housing investment programme to reduce fuel poverty, making it more affordable to warm and cool homes. It will support the creation of high quality, sustainable new homes, and through engagement with private owners and the private rented sector will support the retrofitting of homes and ensure compliance with national energy efficiency legislation.
- Economy Priority** – supporting businesses to become more efficient and aware of their environmental performance. The Action Plan will support the Wood Green and Tottenham Regeneration goals in creating places that prioritise people over cars and are designed to support sustainable lifestyles



and environments. To grow the green economy, local businesses across the supply chain will be supported by the Council in growing their market and upskilling their employees to take on the retrofit challenge in Haringey. Other local businesses will have to change their approach to carbon reduction, which will strengthen their resilience in the face of rising energy prices.

- **People Priority** – promoting health and wellbeing. The Action Plan seeks to improve children's future, with family homes that are healthy and thermally comfortable, and schools and workplaces that ensure improved productivity and learning, with low running costs. Adults and families have an opportunity to improve their mental and physical health in thermally comfortable, higher quality homes, and be able to enjoy their outdoor environments with improved air quality, urban noise, and better integration of Haringey's neighbourhoods.
- **Place Priority** – delivering a reduction in carbon emissions. The Council and borough stakeholders will support the increasing number of Haringey neighbourhoods who want to see changes to the way the community uses the highways. The Council and partners will implement liveable neighbourhood principles across the borough, supporting the increasing number of play streets requests, and reorganise on-street parking and waste systems to deliver air quality and carbon reduction. The plan will directly benefit the key priorities of air quality, parks and open spaces, biodiversity and trees, more sustainable developments through planning policy, development management and enforcement; and
- **Your Council Priority** – Improving the Council's operational estate will save money on maintenance and energy bills and reduce the Council exposure to volatile energy markets.

## 8. Statutory Officers comments

### 8.1 Finance

- 8.1.1 Members are referred to Appendix 4 that describes the amendments to the HCCAP. This includes a financial commentary on the proposed alterations.
- 8.1.2 The Council is investing significant capital and revenue resources in tackling climate change so a large proportion of the proposed changes can be delivered through existing resources within the MTFS so do not give rise to a financial implication as they are budgeted for. An example of this is the additional resources have been allocated to the Children's Services capital programme to remedy condition issues, mostly in the fabric of the building. Once remedied, these buildings will have a reduced carbon footprint.
- 8.1.3 An addition source of funding for the achievement of the plan will be bidding to external funding sources. Within the current MTFS additional resources have been made available through the capital receipts flexibility to bolster the Council's ability to bid for external funding.

### 8.2 Procurement

- 8.2.1 The contents of this report are noted. Strategic Procurement will ensure where appropriate, pertinent social value considerations are included in its competitive processes to support the delivery of this plan.

### **8.3 Legal**

- 8.3.1 The Head of Legal & Governance (interim) has been consulted in the preparation of this report, and makes the following comments.
- 8.3.2 There is no statutory requirement in the Climate Change Act 2008 for local authorities to produce a climate change action plan or set climate change/carbon reduction targets. The Action Plan is nevertheless compatible and consistent with the Climate Change Act 2008, exceeding the target stated in that Act which, following the 2019 amendments to it, is for the UK to be net-zero by 2050.
- 8.3.3 Local authorities must, however, have regard to national and London-wide policies on climate change and carbon reduction in other circumstances. The Planning and Compulsory Purchase Act 2004 imposes a specific duty on local authorities to mitigate and adapt to climate change when plan-making, as well as to national and London-wide policies in general. While the Action Plan is not a local development document or Local Plan, its adoption would be consistent with the Council's legal obligations when plan-making.
- 8.3.4 Under section 2 of the Local Government Act 2000, local authorities are permitted to "do anything" (save for raising money or anything otherwise prohibited or restricted by a different enactment) which is considered likely to promote or improve the economic, social or environmental well-being of their area. This power allows the Council to undertake the actions and initiatives contained in the Action Plan.
- 8.3.5 In carrying out the actions and initiatives required by the Action Plan, the Council must follow, where applicable, the Council's constitution and standing orders, and any relevant enactments in force at the time.

### **8.4 Equalities**

- 8.4.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 8.4.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

- 8.4.3 The proposed decision is to adopt a Climate Change Action Plan (CCAP) for Haringey. The Plan sets out a set of detailed and deliverable actions to deliver a net zero-carbon borough by 2041.
- 8.4.4 An Equalities Impact Assessment (EQIA) has been undertaken and is attached in Appendix 3 in this Cabinet Report. This new EQIA reflects changes made to the CCAP as a result of the consultation and engagement that has taken place since the draft CCAP and accompanying EQIA passed Cabinet in March 2020.
- 8.4.5 The purpose of the CCAP is to describe the steps the Council will be taking to reduce its own carbon footprint, and that of the borough, in the years to 2041. This aligns with the Council's strategic agenda, and reflects the urgency of the issue following the Council's declaration of a Climate Emergency in March 2019.
- 8.4.6 Climate Change is a global issue that requires cooperation and action on a global scale, the CCAP is Haringey's contribution to reaching net zero carbon emissions. By limiting carbon emissions, we mitigate the risk of rising temperatures in the summer and extreme weather events, including drought and flooding. Reducing emissions can bring tangible short-term benefits too, such as improved air quality, increased access to physical activity and green spaces, improved quality of housing and lower energy costs, and employment opportunities in the Green sector.
- 8.4.7 The burdens of negative climate impacts are unevenly felt. Older people, young people and those living with disabilities or long-term health conditions are most at risk. People from lower socioeconomic backgrounds, particularly those living in urban areas, experience heightened vulnerability. This often intersects with protected characteristics such as race, as BAME groups can be more exposed to the higher levels of air pollution and its negative impacts due to underlying structural factors, which can include living in areas of high emissions, or close to roads and industrial areas; working outdoors; unequal access to healthcare.
- 8.4.8 COVID-19 has exacerbated existing inequalities, with older people, those with underlying health conditions and BAME people experiencing disproportionate negative impacts from the virus. Residents on lower incomes, or in poorer health, before the pandemic are likely to be worse off now than they were before. The CCAP is essential to improving the health of Haringey residents by changing the borough's environment for the better.
- 8.4.9 The EQIA identifies positive impacts for women, younger and older people, people with disabilities, BAME people and pregnant women through decreased air pollution, improved public highways infrastructure, improved cycling infrastructure, better quality homes, skills and training and fuel poverty initiatives.
- 8.4.10 The EQIA did not find that the overall impact on any protected group would be negative. However, the EQIA does highlight that people with disabilities may be impacted by reduced parking availability overall, though this is mitigated by actions in the Disabled Parking Action Plan and prioritisation of the retention of Blue Badge parking. Retrofit works may disrupt people with disabilities more

than other residents. Where necessary, solutions will reduce the impact of retrofit works on such individuals.

- 8.4.11 The EQIA sets out the steps that have been taken in the new CCAP that mitigate risk of negative impacts to protected individuals. This includes closely considering the needs of people with physical disabilities in improving and increasing active and accessible travel infrastructure and ensuring people with disabilities are not negatively impacted by parking changes or Low Traffic Neighbourhoods.
- 8.4.12 The Climate Change Action Plan is essential to Haringey meeting its ambition of net zero carbon emissions by 2041. Meeting this goal is critical to mitigating the risk of climate impacts on residents in the intermittent years and the decades to come. Without action in Haringey, and across the globe, the negative impacts of climate change will increase, resulting in a less hospitable environment for residents. Such an environment, with increased air pollution as one manifestation, contributes to negative health impacts and can be life limiting. Where possible negative impacts have been identified through the consultation process, the EQIA details the specific measures contained within in the revised CCAP to ensure those negative impacts are limited. In these instances, the CCAP represents a proportionate means of achieving a legitimate aim, by reducing air pollution and carbon emissions and bringing positive benefits for individuals from all protected groups. Overall, the positive impacts of the decision to proceed with implementation of the CCAP will exceed the negative impacts for any protected group.

## **9. Use of Appendices**

Appendix One – Haringey Climate Change Action Plan

Appendix Two – Engagement Report (the full responses from the Community and response from the Council)

Appendix Three - Equalities Impact Assessment

Appendix Four – Financial Implications of Amendments to HCCAP

## **10. Local Government (Access to Information) Act 1985**

More information about Haringey's existing work on reducing carbon emissions – including copies of all Haringey's previous Annual Carbon Reports – can be found on the Council website here:

<https://www.haringey.gov.uk/environment-and-waste/going-green/reducing-co2-emissions>

## **Haringey Climate Change Action Plan – A Route Map for a Net Zero Carbon Haringey**

*March 2021*

## Foreword from Councillor Hearn

The significant community interest and engagement on this Action Plan has shown that there is high level of support from the community on tackling Climate Change. Nearly 4 in 5 respondents said that they were very concerned about climate change and that action should be a priority for the borough. Climate Change is a risk to us all through heatwaves, energy costs rising and local flooding. We have demonstrated through the recent pandemic that as a community we can change for the better, and we can tackle emergencies together.

In the last year we as a Haringey community have had to deal with the COVID emergency. It has impacted us all with positives and negatives. It has shown how together we can address an emergency. In addressing this pandemic, the Council has had to alter the way it delivers services, we have seen the health and economic benefits of reductions in traffic on our roads, and the benefits from increasing numbers cycling. The community across the borough has also responded by growing community networks. Sharing knowledge, resource and developing projects that have brought us closer.

This Action Plan sets out how the Council will be a leader and how together we will deliver homes that are healthy, comfortable, and affordable places to heat and power. It sets out how as a community we can support our local businesses with low carbon buildings and purchasing local goods. The Plan enables us to all share the benefits of quiet and calm neighbourhoods with accessible and safe, low carbon travel options. The Plan also sets out how we can increase the amount of power generated in our borough through clean and green energy. Most importantly, the Plan sets out how we as a community will work together to address the Climate Emergency.

Since the draft Action Plan was launched a year ago, we have not stopped action on delivering carbon reduction projects. In the last year we have started our School Streets Programme, worked with local businesses on e-cargo bikes, and started the Homes for Haringey retrofit programmes. We are delivering policy documents such as the New Local Plan and the draft Walking and Cycling Action Plan. We launched web-based tools to help awareness and understanding of low carbon choices with the EcoFurb web page, and a Clean Car App to assess the options of electric vehicles.

Communities with low car ownership are blighted by the worst air quality, and their access to public transport and active travel options need to be improved. This has become worse when public transport capacity was reduced to support social distancing. In response, the Council is supporting new walking and cycling infrastructure so we can deliver better air quality and carbon reduction. Delivering healthier lifestyles and increased access to jobs and services are also key parts of the Action Plan. The Climate Change Action Plan will also support our work in addressing poor quality housing and the rising number of families in fuel poverty, again a situation that has been exacerbated during the pandemic. The Action Plan can deliver a win for the many.

For Haringey to become Net Zero Carbon, the Council, residents, visitors, stakeholders, local businesses, and government need to work together to deliver the Action Plan's ambition. Combating climate change is a collective endeavour, and we will continue to work with colleagues across the sector to share knowledge so we can keep Haringey's target date of 2041 – and if we can confidently bring it forward, we will.

Councillor Hearn, Cabinet Member for Climate Change, Equalities & Leisure **[DRAFT]**

## Contents

Foreword from Councillor Hearn .....	2
Contents .....	3
Introduction and Background .....	4
Haringey's Action Plans .....	11
The Council .....	11
Housing .....	18
Non-Domestic Building and Workplace Emissions .....	25
Transport .....	30
Energy .....	36
Community .....	40
National and Regional Lobbying .....	45
Delivering the Ambition .....	47
Glossary .....	50

## Introduction and Background

### Our vision for Haringey in 2041

Our 2041 vision is for a Haringey that is healthy and sustainable, with walking or cycling to local amenities and taking the long-distance trains for holidays being the norm. Roads will have been repurposed to give way to street-side planting, play areas, dedicated charging areas for electric vehicles, with safe space to get to your destination by using any non-motorised set of wheels or by foot. The Council will have finished the deep retrofitting of all council-owned properties, resulting in lower energy bills and more control over thermal comfort at home and at work. All households will live in homes that are warm in the winter and cool in the summers; homes that are desirable, warm, and affordable to run. Local energy generation is widespread and usage can be tracked, increasing awareness. Photovoltaic (PV) solar panels power Council buildings, homes and businesses, and thousands of homes are connected to low carbon heat networks, delivering affordable, low carbon, and locally generated energy.

### Purpose of this Document

Haringey has been a leader in carbon dioxide (CO<sub>2</sub>) reduction and in its work on Climate Change. The borough is on target to deliver its 40% carbon reduction by 2020 from its 2005 baseline. It has a better performance than neighbouring authority areas. But there is now increased awareness on the impact of carbon and greenhouse gases as scientists have learnt and are seeing the impact of carbon emissions on our climate across the globe. The globe is now in a Climate Change Crisis and dramatic action is required.

In March 2019, Haringey Council declared a Climate Emergency. In doing so, the Council committed to developing an action plan to decarbonise the borough by the earliest date that was both ambitious but achievable. The foundation work was done with ARUP when the Council first committed to becoming a net zero-carbon borough, in the Borough Plan (2019-2024). ARUP provided science-based analysis that informed the actions that could be delivered and to what timeframe. Based on the Climate Emergency declaration, Haringey Council revisited this initial action plan and agreed to bring forward both the timeline and scale of actions, aiming to be net zero carbon by 2041. This document sets out the actions as to how we can achieve this goal.

This Action Plan is a borough document which requires collective ownership to deliver this level of ambition, rather than a 'top-down' Council approach. This is a fundamental part of the approach which will be needed to deliver the 2041 date.

The Councillors and officers are committed to taking urgent action to deliver a net zero-carbon borough by 2041. Because the Council cannot deliver it all on its own, a large part of this commitment is to take a leadership role in influencing stakeholders in Haringey; and empowering residents and businesses to mitigate their own emissions. But it also requires changes at a higher level and the Council will lobby the Mayor of London and UK Government to take responsibility for their own emissions and adopt ambitious legislation and policies. The Government's legislation and policies should be supported with funding streams and increased powers to enable an increased rate of delivery at the local level.

As these actions were developed, they were reviewed and commented on by stakeholders to inform the actions. The Action Plan was also challenged by leaders in the sustainability and built environment sectors to sense check and challenge the actions and assumptions.

This Action Plan will enable Haringey to become a net zero-carbon borough by 2041.

### Background of Climate Change Globally



Climate change is an increasingly global crisis, disproportionately affecting those least able to bear it and with the least responsibility for causing it. Extreme weather linked to climate change has created devastation around the world. These changes are being felt through more frequently occurring short-term events such as droughts, flooding, heat waves and storm surges as well as longer term pressures including sea level rise and loss of productive land.

The UK set a statutory target in the Climate Change Act 2008 to reduce UK greenhouse gas (GHG) emissions by 80% from 1990 levels by 2050. In 2015, the UK committed to keeping emissions well below 2°C by signing up to the Paris Agreement of the United Nations Framework Convention on Climate Change. The Intergovernmental Panel on Climate Change (IPCC)'s *Special Report on Global Warming of 1.5°C*, published in October 2018, sets out the impacts of global warming of 1.5°C above pre-industrial levels with available scientific, technical and socio-economic evidence. Due to historic GHG emissions, the globe is set to warm significantly, with wide-ranging impacts as a result. Following a recommendation by the UK Committee on Climate Change (CCC), the UK legally amended the target in June 2019 to reduce all GHG emissions to net zero by 2050.

Human pressures on the world's ecosystems and natural resources and the changing climate have also resulted in a serious threat to our biodiversity, with nature eroding at unprecedented rates and resulting in the acceleration of the sixth mass extinction of wildlife. The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) published its Global Assessment Report on Biodiversity and Ecosystem Services in May 2019 warning of the severe loss of biodiversity and how this will impact people. Climate change and large-scale biodiversity loss need to be tackled simultaneously and are both critical in ensuring human wellbeing, economic viability and the functioning of the natural world.

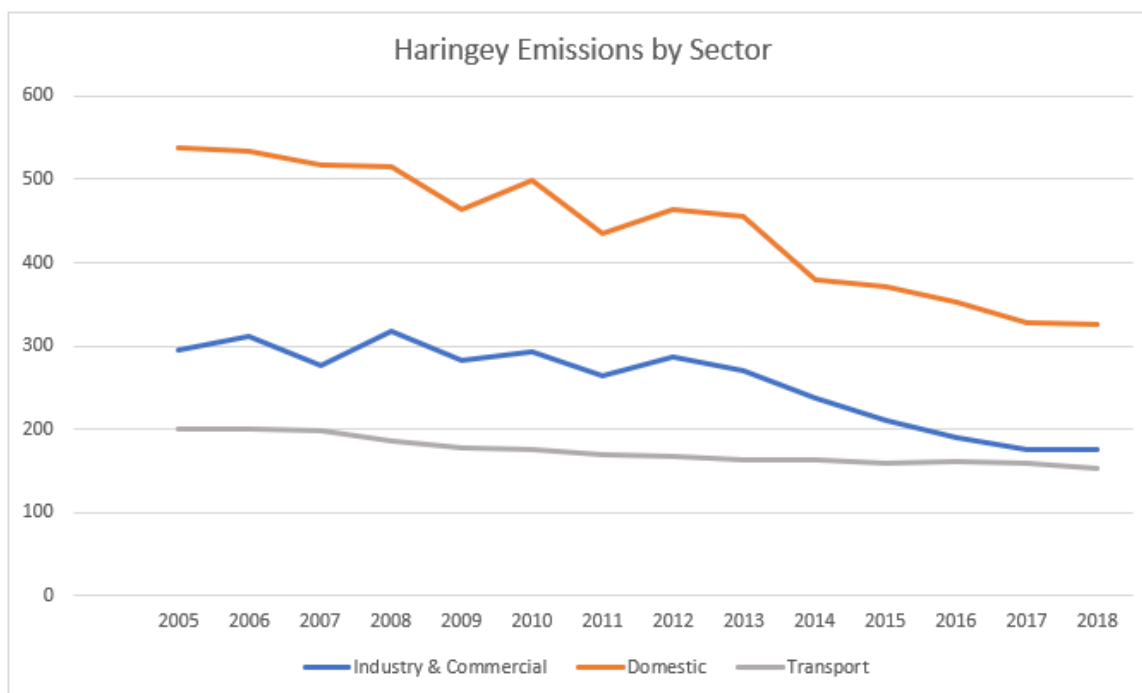
In response to clear scientific evidence and consensus on climate change, and rising public concerns, Haringey Council declared a Climate Emergency in March 2019, being one of the first London Councils to do so. The Draft Haringey Climate Change Action Plan was published in March 2020. Following its launch, the Action Plan underwent a process of public engagement to increase the awareness of the issues around climate change, to highlight the level of work required to deliver this ambition, to gather the views of the community on the Action Plan, and to help prioritise actions. Over 1,000 comments were received by the Council as part of this process.

### **Why Reduce Carbon in Haringey?**

The quickly changing climate and large-scale loss of biodiversity will impact our borough too, and the impacts will continue to worsen due to the borough's urban location, including:

- Heat waves will intensify due to the urban heat island effect and buildings not being adapted to higher external temperatures;
- Impermeable built-up areas will cause surface water flooding;
- Higher demand on the grid during extreme weather events will result in more power outages.

Haringey's incomes and living standards vary considerably and the impacts of climate change will exacerbate inequality across residents and businesses. This plan targets a borough-wide reduction on carbon emissions which will improve living standards for all residents.



*Figure 1: Haringey's proportion of emissions for the domestic, industrial and commercial, and transport sectors between 2005 and 2018. It shows that the reduction in emissions from 2005 to 2018 is 50% for the domestic sector (from 538 ktCO<sub>2</sub> to 327 ktCO<sub>2</sub>), 27% for the industrial and commercial sector (from 296 ktCO<sub>2</sub> to 176 ktCO<sub>2</sub>), and 23% for the transport sector (from 201 ktCO<sub>2</sub> to 153 ktCO<sub>2</sub>). (Source: Haringey Annual Carbon Report, 2020)*

Haringey Council has for some time been committed to reducing the borough's emissions by 40% by 2020, from a 2005 baseline (coined as '40:20'). In 2018 we set a new target to become a net zero-carbon borough by 2050. The Council had worked with Arup to set out a road map to 2050 and, after the Council declared a climate emergency in March 2019, it followed up with a Climate Emergency Report bringing the 2050 target forward to the earliest possible date, which we now believe to be 2041.

As every tonne of carbon is vital to be reduced, and in the context of an emergency, we need to deliver many of the actions urgently. Therefore, rather than accepting a linear decrease in carbon emissions, we have chosen to accelerate actions in response to the climate emergency. For this reason, the Haringey Climate Change Action Plan proposes a steeper rate of decrease in areas that the Council has greater control and powers to achieve this. This is shown through actions such as the Council's operational buildings becoming Net Zero Carbon by 2027, and increased action to improve the take up of active travel options.

Although nationally the UK Government are aiming to become zero carbon by 2050, the Council believes this is too late to act. By 2050, the borough and beyond could be experiencing catastrophic weather events, and displacing people from their homes. The Council believe that with the right support from regional and national government, that a 2041 timeframe is achievable and therefore we should be striving to achieve this.

When Haringey started work on delivering a reduction on its carbon emissions in 2005, the borough's emissions were estimated to be at 1,041.30kt (4.5t emissions per capita). In 2017, the estimated emissions for Haringey (within the scope of influence) were 667.7kt (2.5t per capita). A projected 40% reduction on 2005 levels is to achieve a reduction to 624.78kt of emissions by 2020.

## How Has Haringey Reduced its Emissions So Far?

Since 2011, Haringey has published its Annual Carbon Report to provide an overview of the carbon emissions in relation to the 40:20 target. The 2020 Annual Carbon Report shows that, as a borough, we have helped reduce carbon emissions from the borough by 36.7% and Haringey is on target in meeting the 40% reduction by 2020 (also known as 40:20 target) from our 2005 baseline.

Our historic success in reducing emissions in the borough is due to our proactive working with businesses, the community and other stakeholders. Our work has included undertaking pilot studies and projects, encouraging active travel across the borough, implementing various improvements to the Council's estate through LED light fittings and other energy efficiency savings, installing 2,200 solar panels which generate 565,000 kWh of electricity per year, and supporting community groups in reducing their emissions through community energy installations, home visits and giving energy efficiency advice. Three significant projects that have delivered this level of carbon reduction are highlighted below:

- Haringey's Smart Homes project was delivered between 2013 and 2015 for private homeowners. It was led by Haringey in cooperation with other north London boroughs under the Smart Homes scheme, with ECO funding and £6.5m funding from the Department for Energy and Climate Change (DECC). Grants of up to £6,000 were made available to private homeowners following a Green Homes assessment (with residents contributing at least 25% of the cost). With a value of £1.4m, a range of energy efficiency works were undertaken including internal and external insulation, boiler replacements, double/secondary glazing and draught proofing. With 4,000 expressions of interest, a total of 1,250 grants were awarded. 72 businesses also took part in the equivalent Smart Business project where grants of up to 50% of the cost were awarded. The total Smart Homes programme saving was estimated at 42,338 tonnes of CO<sub>2</sub> (1.05 tCO<sub>2</sub> per household), per annum.
- The Haringey Innovation Hub was awarded £100k by Climate KIC (EU's Knowledge and Innovation Centre) to support new clean technologies from universities and start-ups to reduce carbon emissions. With over 50 technologies reviewed, 15 emerging clean technologies have been developed further for testing in the borough. Some of the designs have included heat recovery from sewers, gas boiler optimisation, combined solar PV & thermal collectors, passive ventilation and pollution reducing pavement. This initiative has since grown to a London-wide Better Futures initiative, a low carbon business incubator hub with the aim to support 100 businesses over the period 2017-2020.
- En10ergy is a social enterprise that was set up by the Muswell Hill Sustainability Group. It aims to promote and invest in local renewable energy and to encourage and facilitate the reduction in carbon emissions and waste by households, businesses and community buildings. The enterprise has grown and delivered significant carbon reduction since its creation. En10ergy works with local households, businesses and schools, and has also been involved in negotiating bulk deals with energy suppliers. With 140 investors, of whom most live in the borough, En10ergy has installed solar PV panels through community share offers in four locations: M&S store in Muswell Hill (100 panels), Methodist Church in Muswell Hill (39 panels), Woodside High School in White Hart Lane (150 panels) and Fortismere School in Muswell Hill (105 panels). In total, their installations are now producing 128,000 kWh per year, having generated 290,000 kWh of energy to date. This is the type of project we need to nurture and grow to realise our carbon reduction targets across the borough.

Although we are on track to meet Haringey's 40:20 target, emissions need to be reduced at a much larger scale to achieve the new target of becoming a net zero carbon borough by 2041 and help the UK to meet the Paris Agreement.

## Scope of Emissions within this Action Plan

The Haringey Climate Change Action Plan covers Scope 1 and 2 CO<sub>2</sub> emissions across the borough, as set out by the Greenhouse Gas Protocol. The carbon emissions are categorised into three groups to clarify how the emissions are generated, and who is accountable for these:

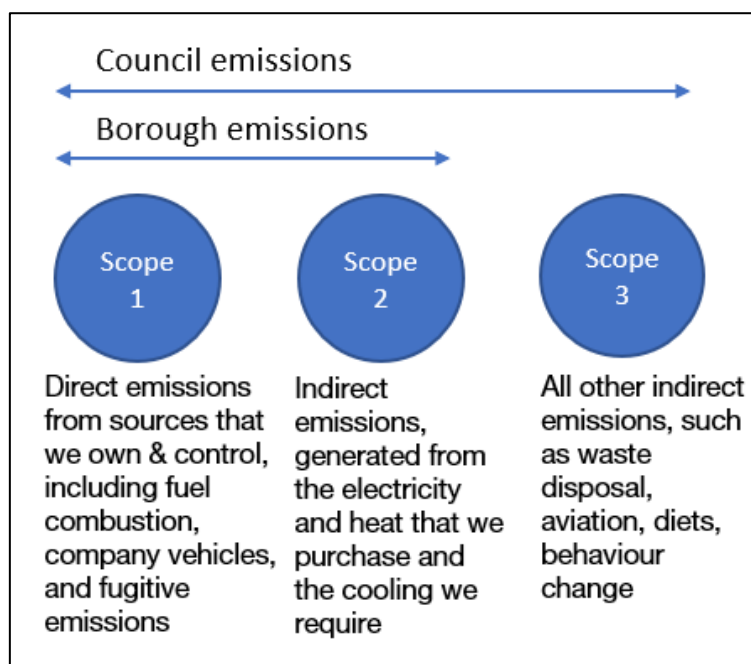


Figure 2: Scope of emissions targeted within this Climate Change Action Plan

To ensure that this Climate Change Action Plan is realistic and measurable, Scope 3 emissions are not included within the borough-wide actions and measurements. The Council is unable to measure Scope 3 emissions across the borough as we cannot access data on how many residents eat meat, buy local products, or fly.

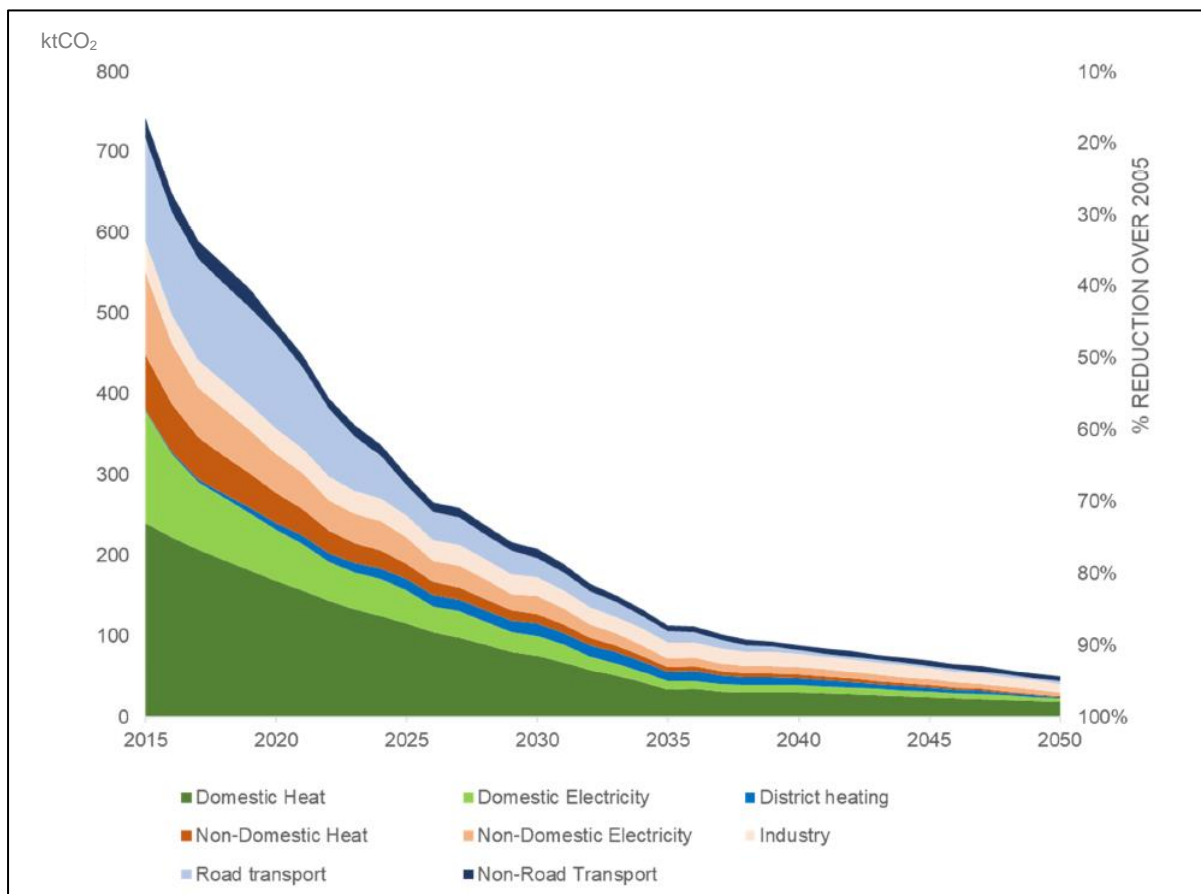
To demonstrate leadership, the Council will include Scope 3 emissions within its own targeted actions. The Council will develop policies around promotion of vegetarian and vegan food, local supply chains, and council flights in response to this challenge. The Council will also develop its own waste management plan for waste it generates itself in line with the waste hierarchy.

The Action Plan does include actions to influence and educate stakeholders to reduce their wider emissions. However, these emissions are not quantified or measured within the zero-carbon target of this report.

Other sectors have also been scoped out of this report. Aviation and shipping are two large contributors to global carbon emissions; these are not currently accounted for in national emissions and the borough does not contain any ports or airports. Waste is part of the borough's carbon footprint. However, while domestic waste is in the control of the Council and measured by the North London Waste Authority, most of the commercial waste is collected through privately procured companies and the Council cannot obtain this information.

Whilst national targets are set for GHG emissions, in Haringey CO<sub>2</sub> makes up around 85% of total emissions, with methane (CH<sub>4</sub>) and nitrous oxide (NO<sub>x</sub>) making up the remaining 15%. Targets in Haringey are set for carbon emissions only, however our actions will indirectly reduce other GHGs simultaneously.

## Trajectory to Reduce Emissions by 2041



*Figure 3. This graph shows the rate of decarbonisation required across the energy sectors from around 750 kilo tonnes (kt) CO<sub>2</sub>e to less than 100 ktCO<sub>2</sub>e. It shows that some sectors, such as domestic energy and road transport, need to decarbonise as soon as possible as these reduction targets are more achievable now with known technology responses. The graph also shows that emissions from road transport is increasing at this time. (Source: ARUP's Climate Action Haringey: Towards a Zero-Carbon Future Final Report, November 2019)*

Under the Haringey Climate Change Action Plan, it is estimated that emissions in the borough would be reduced to less than 100 ktCO<sub>2</sub>e, a reduction of over 90% from the baseline scenario (Figure 3). While this still is short of net zero, it would represent a considerable achievement and a very great acceleration in the process of decarbonising the UK economy and Haringey's operational carbon footprint. The borough's carbon emission trajectory shown in this report goes only as low as can be achieved given the constraints of the modelling and current government projections for national infrastructure futures. Offsetting and/or carbon capture and storage (CCS) will be required to reach true zero.

Key cross-cutting themes have emerged during the development of the Haringey Climate Change Action Plan which have been embedded in the actions and objectives. These include:

- The scale and impact of the climate crisis requires Haringey to be ambitious;
- Action on climate change at a local level is action for social justice since a changing climate will impact most significantly on those who cannot avoid these impacts;
- Taking action on climate change creates opportunities to deliver wider benefits for health, wellbeing and the local economy;
- This Action Plan is an evidenced-based approach, but the scope of our ambition should also extend beyond what is easily measured by the Council. Many of these factors, such as aviation and food, have a significant impact on climate change, but are not included in this plan;

- Delivery of a target to be net zero carbon by 2041 cannot be achieved by the Council working alone. All the borough's stakeholders will need to support this ambition – residents, businesses and visitors. The Council will need to lobby central government and others to secure the action and investment needed at a national and regional level;
- Achieving a carbon neutral future is as much about culture change as it is about infrastructure. Communication and engagement with stakeholders will be of fundamental importance. To do this in a credible way, the Council must demonstrate leadership in terms of its own estate and operations;
- There are significant challenging issues ahead to address to deliver this carbon reduction ambition, with strong views on all sides. These include addressing emissions from council staff vehicles which are used for service delivery (social workers, etc), reducing carbon from staff car parking across the public sector (doctors, school workers, etc), and reprioritisation of highways space for active travel and community uses. The Council recognises these challenges and will focus engagement work with those most affected by these challenges, to bring forward solutions.

### Structure of the Report

This Haringey Climate Change Action Plan is informed by the recommendations set out by Arup's Technical reports which are published on the Council's [web pages](#). This work was initiated with the ambition of becoming a zero-carbon borough by 2050. This work has been reviewed in light of the Climate Emergency and was concluded with the 'Climate Action Haringey: Towards a Zero-Carbon Future' Final Report, which was finalised in November 2019.

The Haringey Climate Change Action Plan is structured as follows:

- The six focus areas on reducing carbon emissions for the Climate Change Action Plan:
  - Council;
  - Housing;
  - Workplaces;
  - Transport;
  - Energy;
  - Community.
- Specific sections on Delivering the Ambition:
  - Governance and monitoring;
  - Financing;
  - Lobbying asks to government and the Greater London Authority (GLA).

Each focus area is set out with a context, overall objective and set of actions.

## Haringey's Action Plans

### The Council

*Overall Objective: Reduce the operative carbon footprint of the Council to net zero by 2027*

The Council's corporate buildings contribute approximately 0.8% of the borough's emissions. The major sources responsible for emissions in the borough are outside the Council's control and will require significant investment and work by private businesses and residents who will need incentives to achieve this. It will also require a greatly accelerated rate of decarbonisation in the national generation of electricity and road transport at a London-wide level. But as a local authority, we recognise that we have a responsibility to take positive action and provide strong leadership on averting the dangerous effects of climate change. This is the reason why the Council will work harder to achieve meaningful carbon reduction within a shorter timeframe.

The Council has set the date for a zero-carbon council at 2027. This will include core council operational buildings and all transport-related activities undertaken by the Council in the delivery of core services. The rest of the buildings from which the Council delivers services and is directly responsible for the energy bills (such as leisure centres, libraries and schools) will be net zero carbon as soon as it is possible. To bring this forward, the Council will publish a work plan for each building or site by the end of 2021, setting out how this can be achieved. To support this, the Council will require new council buildings to be zero carbon on site from the date of adoption of the Action Plan. Alongside these measures, the Council will start delivering a large-scale retrofitting programme across the Council's buildings, while removing carbon from the vehicles delivering front-line services as soon as it can.

The Council will share learning on what works on projects, it will support the supply chain as it develops, seek to attract green investment into the borough, and show leadership in our ambition and delivery. As a publicly funded organisation, we will do this in an efficient, cost effective, and responsible way. In doing this we will deliver the borough's carbon reduction ambition, improve local air quality, and demonstrate strong financial management by reducing the Council's future energy spend.

### Historic performance

Haringey Council has made significant efforts to reduce emissions from our estate and operations. In 2008 we undertook our first Carbon Reduction Plan and since then we have reduced our emissions by 36% compared to 2005 levels<sup>1</sup>.

The 2008 Plan set out a strategic and planned approach to reducing carbon emissions from our estate and operations. The Plan targeted the areas of the Council's activity which contributed most to our carbon emissions (e.g., swimming pools and leisure centres, car parks, the vehicle fleet, offices, and community centres).

Since Haringey's First Annual Carbon Report in 2011, the Council has undertaken a multitude of climate initiatives. The key measures delivered through the Plan included:

- 38 solar PV systems installed on the roofs of Council schools, housing and corporate sites, which generated 380,000 kWh of electricity in 2019/2020, saving our sites around £45k in electricity;
- Boiler upgrades across the Corporate estates;
- Approximately 50% of street lighting upgraded to LED
- LED lighting in main Council buildings and schools;
- Electric staff pool car and new car club installed and open to all staff;

---

<sup>1</sup> BEIS data

- Active Travel programmes across the borough including community grants and behaviour change education in schools and community centres;
- Energy improvements included into the specification of refurbishment at George Meehan House; and
- School Streets Plan across the borough.

The Council bought £5.2m of electricity and gas for the corporate estate in 2018/19. This covers energy for schools, corporate buildings (including libraries, mortuaries, park buildings) and operational buildings. It does not include Homes for Haringey. Reducing our energy consumption will improve our environmental performance, and reduce our revenue spend on energy.

Key partners which are required to deliver this vision include providers of currently outsourced services such as Veolia and other members of the Council's supply chain.

### **Three-Stage Delivery of Zero Carbon Council**

To deliver this level of ambition of a Zero Carbon Council, the Council will deliver a three-stage process. Alongside this, we will work to demonstrate a leadership role in reducing the Council's emissions.

As the first stage in this approach the Council has identified its core operational buildings together with the transport emissions from the Council's in-house fleet and the Council will make these Net Zero Carbon by 2027.

The Council will transition transport-related activities that are directly related to front-line service delivery (such as Council fleet vehicles) to zero carbon fuels. This will be achieved by reviewing the type of vehicles required to deliver these front-line services, and by working to replace carbon intensive vehicles with active travel options, or zero carbon vehicles where a viable option exists. For in-house fleet this will be delivered by 2027. For out-sourced fleet activities this will be undertaken at each contract renewal, and for staff who use their own vehicles for service delivery the Council will work with them to transition as soon as is feasible. The Council will bring forward a plan for the out-sourced fleet activities by the end of 2021 setting out estimated timeframes.

Secondly, the Council will review all its corporate operations. These cover the buildings that are owned by the Council, buildings from where Council services are delivered, buildings that have Council employees in them, and where the Council pays the energy bills – as well as the activities carried out from these buildings. This will include schools, libraries, leisure centres, depots, adult centres, and children's centres, as well as the Council and Homes for Haringey's offices. However, it will not include Council homes, which are covered separately by this Action Plan. Each one of these buildings will have an individual plan setting out the measures required, and the cost of delivery to get the building to zero carbon. We aim to have these plans in place by the end of 2021.

Each of these buildings will be reviewed in terms of:

- a) consuming less carbon in carrying out the operation itself, distinct from the building;
- b) improving the energy efficiency standards of the building – double glazing, wall insulation etc.
- c) improving current heating and hot water systems to reduce carbon emissions, while improving air quality and operational costs – new boilers, the use of air source heat pumps etc.
- d) reviewing and maximising the delivery of renewable energy generation in each building – solar PV panels, solar thermal panels, heat pumps, etc.
- e) intention to reduce staff car parking spaces and provide EV charging points to reduce associated travel emissions.



Through reviewing and working to implement measures on the Council's buildings, the consumption of each building will be significantly reduced. To achieve the net Zero Carbon standard, all remaining energy required (gas and electricity) for the building will be purchased from a certified Green Energy Supplier. To demonstrate true additionality of renewable energy generation, the Council will work with other authorities across London to develop a business case for a Power Purchase Agreement (PPA) with the opportunity for direct investment in renewable generation.

Any Council new build projects that the Council delivers for schools and operational use will be designed and constructed to be Zero Carbon on site and maximise renewable energy generation. This is already being designed into new buildings and planned to be delivered on sites such as the new council depot at Marsh Lane, the redevelopment at Osborne Grove Nursing Home and the residential new build at Edith Road.

After 2027, the final stage will be to switch energy suppliers from carbon fuels (grid electricity, gas, diesel) and fund the purchase of green energy. This may include green electricity, green gas, electric vehicles powered by renewable electricity. Any services that have no choice but to emit carbon for core service delivery (such as flights required for social services) these will be offset through local offsetting schemes with a verified additional carbon reduction. These will be projects that have not yet identified funding and would not happen without this funding.

The Council will report on this in the Annual Carbon Report, which is required in the Council's Constitution. The report will highlight the work that the Council has done, alongside stakeholder projects.

### Council Actions

<b>Objective C1 – Work towards a zero-carbon footprint of the Council in its operational buildings (not including housing or commercial property) and transport, with core council buildings being net zero by 2027.</b>			
The Council's corporate buildings contribute approximately 0.8% of the borough's emissions. The Council has full control of these and will lead by example to be zero carbon as soon as it can for the whole stock, but core buildings and all transport emissions by 2027.			
<b>Action Owner</b>	Property Services / Carbon Management		
<b>Cost</b>	In order to build to a zero-carbon specification, new corporate buildings across our corporate estate are likely to increase in the magnitude of <5%. Refurbishments to corporate buildings will be considered on a case-by-case basis as part of the Council's review process. Energy prices are currently volatile. It is expected that by 2025, the price of electricity will be between 11% and 67% higher based on 2018 prices, and in relation to gas the price variance could see an increase of 55% based on 2018 prices. Switching to a Green Energy Supplier for electricity across the Corporate Estate has already been agreed within the current contracts and will only increase bills by 0.3% (£17k) in year 1.		
<b>Measurable metrics (Source)</b>	<ul style="list-style-type: none"> <li>Annual utilities (Elec &amp; Gas) consumption data and % green energy supplied</li> <li>kW annual electricity generation on Council-owned properties</li> </ul>		
<b>Potential carbon reduction</b>	Significant in terms of the Council's performance, and leadership role. But the Council's corporate buildings and schools only account for approx. 0.8% of the borough's overall carbon footprint.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
For the Council's core operational buildings and all transport-related activities for service delivery to be net zero carbon.	By 2027	Carbon Management / Strategic Property Unit	Funding in place for Action Plan. Business case to be developed and funded.
For the Council to move to 100% green tariffs (electricity, gas and fuel) by 2027.	By 2020 (elec.)	Carbon Management /	Delivered by energy efficiency and green tariffs (+0.3% on elec.)

	By 2025 (gas.)	Strategic Property Unit	there is increasing demand from the schools to switch. Energy contracts are in three-year cycles.
To develop a Power Purchase Agreement (which would mean direct investment in renewables) with an energy supplier for the Council's Electrical needs.	By 2025	Carbon Management	
Deliver a net Zero Carbon Action Plan for all corporate buildings (including schools and leisure centres). Start to deliver measures based on the local business cases.	By 2022	Carbon Management	This will be picked up as it is a requirement secured in the new energy contracts.
All new Council corporate building projects to be zero carbon or carbon positive on site. And that the Council's New Ways of Working (NWOW) incorporates carbon reduction as a key objective.	From 2021	Carbon Management / Property Services	
All refurbishments of council buildings to maximise opportunities for carbon reduction, through lean, clean, green and seen measures, targeting an EPC B standard. Roll out a boiler replacement programme in core buildings.	From 2021	Carbon Management / Strategic Property Unit	
For all new build and major refurbishments to include a 'real time' usage and generation display in reception areas.	Ongoing	Carbon Management / Strategic Property Unit	New build monitoring is required by the new London Plan. This is key for awareness and cultural change.
Seek to expand the number of council solar installations and work to support community installations on council assets.	From 2021	Carbon Management / Strategic Property Unit	

**Objective C2 - To reduce the carbon emissions from the council fleet and service required transportation through active travel and electric vehicle initiatives and for the fleet to be zero emission by 2027**

Zero emission vehicles, including two-wheeled transport, should be prioritised when procuring new fleets. This should be supported by high quality facilities for active travel users.

<b>Action Owner</b>	Carbon Management / Fleet Management / HR / Parking		
<b>Cost</b>	Business cases will be made on the Corporate Fleets and the switch to EVs.  Although active travel infrastructure may increase costs, a healthier work force would be delivered with active travel.		
<b>Measurable metrics (source)</b>	<ul style="list-style-type: none"> <li>Number of Council staff and teacher permits issued</li> <li>% of staff taking active travel options to work (Staff Travel Survey)</li> <li>Number of vehicles and % of zero emitting vehicles in the Council Fleet</li> </ul>		
<b>Potential carbon reduction</b>	Small, but will also deliver significant air quality improvements and a healthier work force through active travel options.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
To annually review, update, and promote the Active Travel Plan to all staff.	Ongoing	Active Travel / Carbon Management	
Deliver new accessible cycling and shower facilities in all new council build projects for staff.	From 2020	Carbon Management / Strategic Property Unit	

To continue the delivery of a cleaner and a zero-emission fleet for all in-house vehicles. Support staff who use vehicles for service delivery to transition to zero-carbon vehicles as soon as possible.	By 2025	All Services	In line with the Ultra Low Emission Vehicle Action Plan.
Review the Parking Policy and review all staff parking spaces and permits with the objective of reducing overall car parking spaces and permits. This will improve air quality, deliver carbon reduction and more public space. Work with staff to increase active and zero carbon transport travel for and to work.	From 2021	Highways / Human Resources / Facilities Management / Planning	This strategy will be underpinned by engaging with staff members on why people drive to work, how they choose to travel can change and what the impacts will be. Space will continue to be provided for blue badge holders and essential car users.
No new car parking in Council Buildings, except for key users (Blue Badges) and deliveries.	From 2020	Strategic Property Unit	To review the key users list by removing teachers.
All parking bays on the corporate estate to include fully accessible charging infrastructure for electric vehicles and e-bikes.	From 2020	Strategic Property Unit / Parking	
Review essential car users' criteria and support these staff members to transition to zero-emitting vehicles for business use.	From 2021	Carbon Management / HR	Discussions have been held with some essential car users in the Council. To increase the rate of transitioning to zero-emitting vehicles (pool vehicles, grant/loan schemes etc).

**Objective C3 - To reduce the carbon emissions from the wider aspects of the Council's operations and investments**

The Council's wider impact is significant to leading by example, and to influence our partners to implement change.

<b>Action Owner</b>	Finance / HR / Carbon Management		
<b>Cost</b>	Projects may increase in capital costs, but often deliver revenue savings. To be assessed on a case-by-case basis.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>% of key decisions that have considered carbon reduction</li> <li>% of the Council finance portfolio investing in low carbon investments</li> </ul>		
<b>Potential Carbon reduction</b>	Significant, as the Council investments (such as pension) have the potential to help grow the low carbon industrial sector and reduce indirect Council emissions.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
All council decisions need to factor in carbon reduction.	Ongoing	Carbon Management / Corporate Policy / Cabinet	
To review the Council's banking and pension investments, and ensure they are investing in low-carbon investment schemes and avoiding carbon-based industries, where this is consistent with our fiduciary duty. To measure the carbon intensity and footprint of the	Ongoing	Finance / Carbon Management / Procurement	The Pension Fund has over 50% of its equity investment in low carbon investment fund at the moment and plans are in place to

Council's pension investments and monitor for improvements.			increase this to 100% of equity investments in low carbon strategies in 2021. Low carbon investments reduce the fund exposure to carbon emissions.
Promote vegetarian and vegan foods through meals procurement and cafes that the Council lets.	From 2020	Procurement / Carbon Management	Subject to approval by the service area.
For the Council and public bodies to support the local supply chain, including food suppliers, and other businesses as part of carbon reduction programme.	From 2020	Procurement / Carbon Management	Subject to approval by the relevant service area. Supports local wealth agenda.
Promote vegetarian and vegan food that is locally produced at Council events through our procurement strategies.	From 2021	All Services / Procurement	
To include carbon reduction as a core requirement in all procurements and seek to set targets to reduce embodied energy.	2021	Procurement / Carbon Management	This is included in the social value tool kit and where appropriate will be a contractual obligation.
Ensure all projects and programmes have considered carbon reduction during their design, and that all projects and programmes over £1m deliver a carbon reduction.	2020	Finance / Carbon Management / Projects	
Promote the Council's policy of flights only being allowed for key services (such as coroners, social workers etc.).	2025	Finance / Carbon Management / HR	Policy: <b>No flights</b> may be booked for destinations served by rail (including Eurostar).

#### Objective C4 - To increase awareness and empower staff to take positive carbon reduction decisions

Awareness raising is vital for staff to take ownership of, and deliver, carbon reduction initiatives, as well as to instigate behavioural change.

<b>Action Owner</b>	HR / Carbon Management / Staff		
<b>Cost</b>	<£5k and existing staff time		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number of staff events focused on sustainability each year</li> </ul>		
<b>Potential carbon reduction</b>	Medium. Many staff are local residents, and this has the potential to engage and support wider stakeholders through action and information. It increases ownership of the agenda issue throughout the organisation.		
Action	Deadline	Action owner	Notes
Work with HR and the Unions to include environmental standards (like equalities) within all staff job descriptions and contracts.	2020	Carbon Management / HR / Unions	
Deliver training and guest speaker events on carbon reduction in life / work choices. Promote behaviour change ideas around carbon reduction including lifestyle choices.	From 2021	Carbon Management	This will form part of the initial engagement period in 2020 and continue from the adoption of the Action Plan.

Work with the staff networks and Unions to promote environmental schemes and programmes.	From 2020	Carbon Management / HR / Unions	
Monitor and publish our performance on carbon reduction in the Annual Carbon Report.	2021	Carbon Management / Comms	This has been published annually since 2011 and will be adapted to include performance on carbon reduction against the Action Plan.
To develop and deliver a Council waste management plan. To focus staff and council systems to follow the waste hierarchy: to reduce, reuse, repurpose, repair resources before recycling, with recovering or disposing as a last resort.	By 2021	Waste Services / Facilities Management / Procurement	This supports the emerging Single Use Plastic Policy and new ways of working, and should also include office furniture, electronics and food waste.

## Housing

*Overall Objective: Achieve an EPC B on average in all in domestic buildings by 2041*

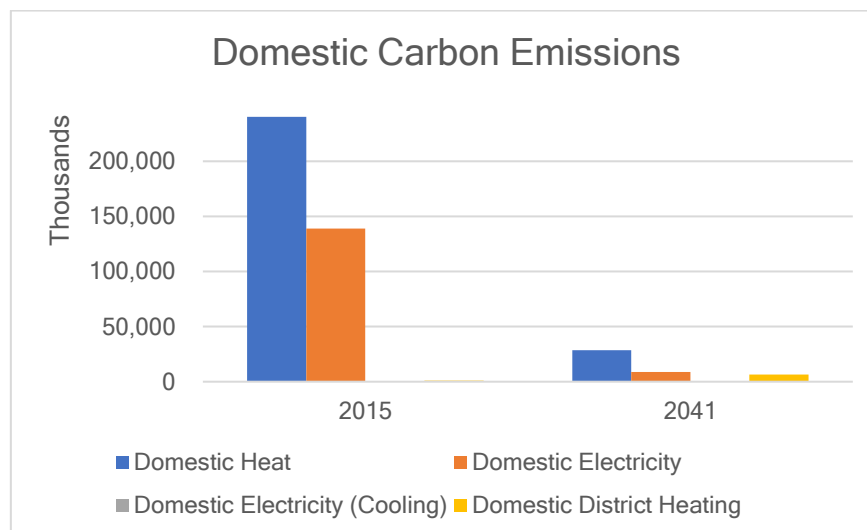
The borough's homes make up 50% of the borough's total carbon emissions, through electricity demand and heating requirements. This is by far the biggest sector we need to target if we are to deliver our borough Net Zero Carbon ambition. New homes are an opportunity for the adoption of best practice and can minimise emissions easily as they are often built to a high standard. The bigger challenge, technically and financially, is the ability to reduce emissions within the existing building housing stock. Although the cost of action is expensive, analysis shows that over the same time period it is only slightly more than the cost of business as usual.

The Council owns approximately 17 per cent of the borough's housing stock, which is managed by Homes for Haringey. These homes amount to approximately 7-8% of the borough's total emissions. The Council can deliver projects to reduce these emissions to benefit the residents in these homes. The challenge lies where the Council has a more constrained influence within the wider borough stakeholders – landlords and private homeowners. The Council needs to be supported by regional and national government to increase our influence, both with legislation and funding opportunities to help residents bring forward positive measures. In response to this, the Council will lobby relevant bodies will reflect these barriers and work in partnership with homeowners to encourage and enable action.

### Co-benefits of healthy, warm homes

Insulating homes with passive design solutions will deliver healthier homes for people to live in. Making people feel thermally comfortable in their homes mean they are less at risk of physical and mental health issues and will be more productive working.

The Council will work to insulate homes and ensure they are ventilated properly, ensuring passive solutions are installed before relying on renewable energy technologies.



*Figure 4: Domestic carbon emissions, comparing emissions in 2015 and 2041. It shows that half the emissions in 2015 came from domestic heating (240,000 kilo tonnes (kt) of CO<sub>2</sub>). This needs to be reduced drastically to 28,000 ktCO<sub>2</sub> in 2041, when it is expected that half the domestic emissions will still be due to heating homes.*

### Historic Performance

The Council's capacity to improve social housing has been demonstrated by the Decent Homes programme improvements to 11,000 homes over a ten-year programme to ensure that homes met the minimum comfort, and health and safety standards set out by the

governments' Decent Homes criteria. Emission savings associated with interventions, such as boiler replacement, insulation and double glazing, are estimated to be approximately 5,000 tCO<sub>2</sub>/year.

### Housing Challenge Ahead

The majority of existing homes in Haringey will still be standing in 2041, with current UK estimates showing that 80-85% of homes in the UK will still exist in 2050. Currently, homes in the borough have an average Environmental Performance Certificate (EPC) of D (see Figure 5). To achieve significant reductions in people's heating, electricity and cooling use, we all need to undertake deep retrofits across our homes, ensure all new homes<sup>2</sup> are built to zero carbon standards, and focus on changing people's energy behaviour.

Whole-home deep retrofits will include insulating walls internally or externally, upgrading all windows and doors, insulating roofs, floors and heating systems, upgrading ventilation systems and connecting homes to low carbon heat and electricity sources. When retrofits are completed, installers need to explain how heating and ventilation systems operate (ideally through web links to hand over to future residents) and highlight how to reduce energy use. Potential financial models to help residents to fund their retrofit interventions will be investigated.

New homes will need to meet the Zero Carbon Standard to avoid requiring a further retrofit in the next 10 years. Haringey adopted the new carbon offset price of £95 on 1 January 2020 and will progress the implementation of a higher carbon offset price.

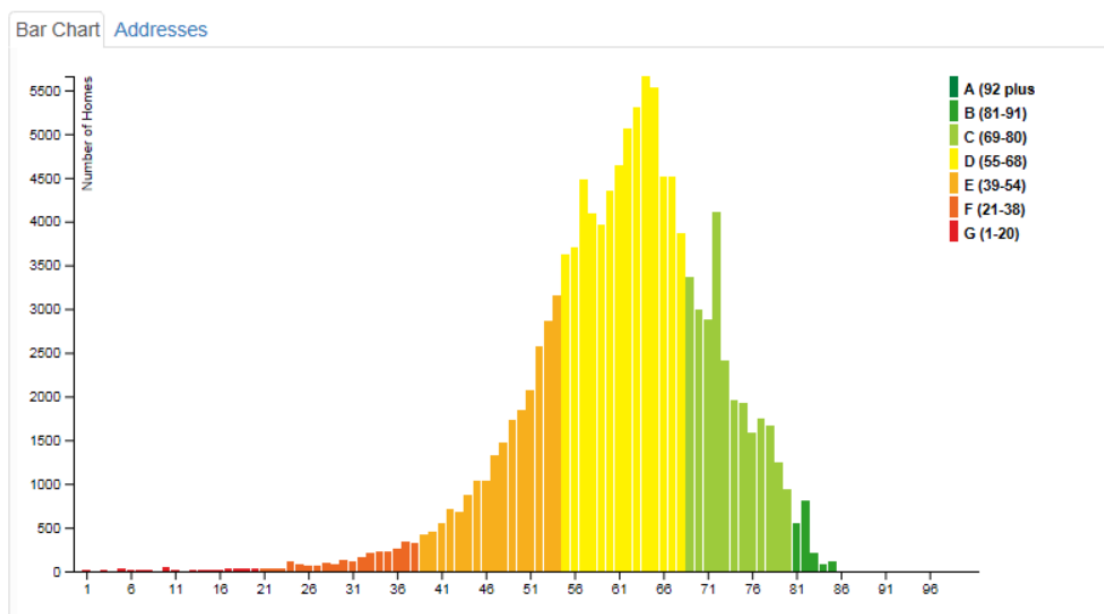


Figure 5: Chart showing the spread of energy performance data of all homes in Haringey (Source: EPC data from CROHM Parity Projects database). Only a small proportion of homes have an EPC of B or better, with the majority of homes achieving EPC D.

The Council will work with key partners to deliver the housing targets, including Homes for Haringey, Parity Projects, the Mayor's Retrofit Accelerator programme, SHINE, Local Energy Advice Partnership, housing associations, landlords, and private homeowners.

<sup>2</sup> The London Plan target for Haringey is to build 52,000 homes by 2050. The next ten years we will need to build 1,502 homes per year (Policy H1, New London Plan).



## Housing Actions

<b>Objective H1 - Programme of deep retrofitting 1,300 council-owned homes per year to achieve an average of EPC of B by 2035 (or equivalent standard).</b>			
Council-owned housing equates to approximately 8% of the borough's emissions. However, the council has direct influence over these emissions.			
<b>Action Owner</b>	Property Services / Carbon Management / Housing / Homes for Haringey		
<b>Cost</b>	HRA capital funding of £101m was agreed by cabinet in February 2020, covering the cost for the Affordable Energy Programme to bring all council-owned properties to EPC C. Further work and funding will be required to cover retrofitting properties to EPC B.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>% of council-owned housing units at or above EPC B</li> </ul>		
<b>Potential carbon reduction</b>	Significant. By 2035 Council housing retrofits to have reduced energy use in these homes by 68 GWh per year, compared with 2015, delivering an average reduction of 20% per property.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Implement an estate-wide pilot scheme of at least 150 homes with the ability to be replicated and scaled up to reach peak installations of 1,300 homes per year by 2035. Integrate a post-retrofit handover to train users on how to use their home the most efficiently.	By 2023	Carbon Management / Housing / Homes for Haringey	Develop a model that can deliver quick and significant energy improvements and use Decent Homes programme as a basis. Currently developing an Energiesprong pilot project.
Review contract KPIs and programme to integrate ambition for an average of EPC B into maintenance and regeneration programmes. Improve all existing housing stock bought by the Council to EPC B before occupation of these units.	2022	Carbon Management / Housing / Homes for Haringey	
Work up a delivery plan to achieve an average of EPC B rating for all council-owned residential properties by 2035, reviewing void strategies, existing EPC data from CROHM tool.	By 2022	Carbon Management / Housing / Homes for Haringey	Use data from CROHM tool by Parity Projects with input from Homes for Haringey.
Set up a follow-up delivery plan to retrofit council-owned housing up to EPC A by 2041, where practically feasible.	2041	Carbon Management	Relies on future technologies to retrofit, no costing has been undertaken for this.

<b>Objective H2 – Deliver a net zero carbon housing portfolio for the first Council new build homes delivered by 2022.</b>			
The Council has direct influence over these emissions and should therefore ensure that these homes are zero carbon upon completion.			
<b>Action Owner</b>	Carbon Management / Housing		
<b>Cost</b>	It is estimated that to deliver zero-carbon units range between 3.6-6.8% above baseline of delivering a business as usual with gas boilers scenario. Long-term savings for occupiers would reduce risk of debts occurring.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Average SAP score of Council new housing portfolio</li> </ul>		
<b>Potential carbon reduction</b>	Delivering new build schemes to the zero-carbon standard would deliver a 65% reduction in carbon emissions compared to the current benchmark of a 35% improvement to Building Regulations.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>



Develop a Council Standard Housing Design Guide, setting out sustainable design including carbon reduction principles.	By 2020	Carbon Management / Housing	
Embed carbon reduction and minimising overheating risk as essential criteria within all tenders in the house-building programme.	By 2021	Carbon Management / Procurement / Housing	Through the social value tool kit and liaison with the service areas, this will be embedded within all appropriate contracts.
Reduce carbon emissions in council-bought new build properties to 100% improvement on Building Regulations Part L, where feasible.	By 2022	Housing / Carbon Management	To consider both operational and embodied carbon emissions.
Monitor energy performance and occupancy in all Council new build properties to review and inform future zero-carbon house building portfolios and tenants.	From 2022	Housing	

**Objective H3 – Provide technical advice on energy efficiency to 6,000 fuel poor and able-to-pay domestic property owners and occupiers per year to support Objective H4.**

Separate approaches and funding mechanisms would be required to effectively support both fuel poor and able-to-pay residents.

<b>Action Owner</b>	Carbon Management		
<b>Cost</b>	<p>There would be no capital or programme costs by the Council. The engagement with approximately 86,000 households should be done at a regional level, and it should be designed with the GLA.</p> <p>This action will be supported by the work currently being undertaken by the Council in partnership with Parity Projects in a scheme funded by the Department of Business, Energy and Industrial Strategy to increase retrofit uptake in the able-to-pay market through support for supply chain co-ordination.</p>		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>• Number of training/advice sessions per year</li> <li>• % of homes engaged with through home visits</li> </ul>		
<b>Potential carbon reduction</b>	Reduced energy costs delivering 260 GWh/year reduction in energy consumption by 2035 if all non-council owned homes are improved to EPC C, equal to 16% of domestic energy demand in 2015.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Lobby the GLA to coordinate London-wide provision of technical energy efficiency advice (to achieve delivery of advice to 6,000 private households per year across Haringey).	2020	Carbon Management	
Identify the streets/areas with the greatest potential for energy efficiency improvements including energy generation. To inform a neighbourhood approach to delivering education and awareness campaigns to retrofitting.	By 2021	Carbon Management / Housing / Homes for Haringey	Parity Projects' database will enable this analysis to take place. Analysis for feasibility of solar PV in Haringey will also feed into this, with London's Solar Opportunity Map and London Building Stock Model. Campaigns could be delivered with help of community groups.
Develop homeowner guidance to advise on domestic improvements required to	By 2025	Housing / Carbon	Link to Parity projects.

reach EPC B, and specifically develop guidance for retrofitting heritage assets.		Management / Heritage	
Support 'smart retrofit academies' to train local builders and apprentices in retrofit techniques for modern and old buildings, digital innovations and natural building materials. Reskilling as existing carbon related jobs decline.	By 2025	Economic Development	To be put into Economic Development Strategy.
Deliver external training sessions for homeowners and aim to reach at least 37,000 homes by 2026, targeting a mixture of unit and tenure types.	By 2026	Carbon Management / Housing	Partner with local initiatives such as RetrofitWorks, LEAP and SHINE London.

**Objective H4 – Provide and identify funding assistance to support delivery of improvements in privately-owned residential properties.**

Separate approaches and funding mechanisms would be required to effectively support both fuel poor and able-to-pay residents.

<b>Action Owner</b>	Finance / Regeneration / Carbon Management / Borough Stakeholders		
<b>Cost</b>	<p>To attract this level of funding for private homeowners, the Council would need to coordinate private-sector funding and work up business cases for external funding, loans and investment.</p> <p>External capital cost of £660m (average of £7,700 per property) would be required for privately-owned properties.</p>		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number and value of grants and/or loans awarded by the Council to homeowners</li> <li>% improvement on EPC score and reduction in energy by residential property following grant</li> </ul>		
<b>Potential carbon reduction</b>	Minor but needed. Reduced energy costs delivering 260GWh/year reduction in energy consumption by 2050 if full retrofit of private housing sector is achieved. This represents 16% of domestic energy demand in 2015.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Lobby government to: <ul style="list-style-type: none"> <li>increase homeowner funding to retrofit their properties to EPC B;</li> <li>cut VAT on refurbishment, repair and maintenance from 20% to 5%.</li> </ul>	2021	Carbon Management	
Identify external funding streams and help the bidding for funding to enable delivery of EPC B across all existing housing stock, temporary housing, hostels and bed & breakfasts.	From 2021	Finance / Carbon Management / Housing	
Build internal business cases to embed carbon reduction in all Council projects to deliver EPC B.	2023	Procurement / Finance	Strategic Procurement will review business cases to ensure this has been considered.
Seek appropriate finance models for leaseholders on council estates that are undergoing retrofits, and ensure they are able to 'opt in' to the works to ensure a whole-building or whole-estate approach.	From 2021	Legal / Carbon Management / Housing / Homes for Haringey	A different model may need to be developed for fuel poor households.
Advertise funding and loan opportunities to individuals and stakeholder groups.	From 2021	Housing / Carbon Management	
Partner with external parties to help deliver larger scale retrofit projects across the private sector.	2025	Regeneration / Housing / Procurement	Such as RetrofitWorks and housing associations.
Explore the setting up of local pop-up advice centres or stalls to help residents	2021-2022	Carbon Management /	

and businesses with retrofitting and installing renewable energy technologies.		Regeneration / Town Centres	
--	--	-----------------------------	--

**Objective H5 – Work with landlords to go beyond the minimum standard of Energy Performance required, and aim for an EPC C standard for private sector housing by 2035.**

Having a clear framework of national regulations and enforcement mechanisms are key to delivering objectives in the housing sector. This is especially important as the objectives set out in this Action Plan are more ambitious than that set at regional and national level.

<b>Action Owner</b>	Environmental Health
<b>Cost</b>	New Government ask of £140k to fund identification of non-conforming properties  External capital cost to improve failing properties is £320m to be paid for privately to retrofit 43,000 privately rented homes (which is a proportion of the £660m estimate for all private homes in H4).
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number of Private Rented Sector properties that have applied for a property licence which have a rating of less than E and the action taken by those Landlords to ensure compliance voluntarily or through the use of statutory interventions.</li> <li>Number of landlords and letting agents who have attended training events per year on how to achieve more energy efficient homes.</li> </ul>
<b>Potential carbon reduction</b>	Current legislation only requires compliance to EPC level E, so carbon reduction will be low until MEES are increased. Energy efficiency works in the private rented sector to bring all properties up to a high EPC C could deliver 120GWh of energy savings.

Action	Deadline	Action owner	Notes
Lobby national government to: <ul style="list-style-type: none"> <li>Enable Councils to recharge the true costs of enforcing this legalisation;</li> <li>Revise minimum EPC rating required at point of sale/let for all private sector homes to EPC B by 2035 (current requirement is EPC E).</li> </ul>	2021	Carbon Management	Can use benefits and existing data on how energy efficiently is delivered.
Develop approach to identify non-compliant properties and target these properties to comply.	2021	Environmental Health / Building Control	Initial analysis of CROHM tool to inform approach.
Identify penalties and incentives for landlords to comply with legislation and go beyond the minimum requirements.	2021	Carbon Management / Building Control	Review against the cost to retrofit properties.
Require all landlords of privately rented homes to provide an EPC certificate where applicable when applying for a property licence.	From 2021	Housing / Licence	
Organise training events for estate agents, landlords and landlord associations on EPC requirements and advice on how to retrofit properties.	2022	Carbon Management / Housing	

**Objective H6 - Achieve zero carbon in new and redeveloped homes on site.**

Ensuring new homes are built to the highest fabric and energy efficiency standards the first-time round, will circumvent these homes needing to be retrofitted in the future.

<b>Action Owner</b>	Carbon Management / Planning Policy
<b>Cost</b>	<£10k gathering evidence, specific campaigns etc (to be funded through the Local Plan review funding). This action requires reprioritisation of existing work programmes to enable delivery.

<b>Measurable metrics (Data Owner)</b>	<ul style="list-style-type: none"> <li>Average % of carbon emissions saved on site in residential schemes permitted per year</li> </ul>		
<b>Potential carbon reduction</b>	Significant. Reduced energy costs in operation and avoided cost of future retrofit works.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Lobby national government and GLA to: <ul style="list-style-type: none"> <li>Improve fabric requirements in Building Regulations Part L beyond October 2019 proposals, before 2025, which requires carbon emission modelling software in new developments;</li> <li>Remove VAT on refurbishments;</li> <li>Change policy to allow for energy efficiency measures to be installed in buildings in conservation areas.</li> </ul>	2021	Carbon Management	To update existing SAP modelling which does not accurately represent carbon emissions in developments.
Deliver training for planning staff and proactively engage in the planning process to deliver policy requirements.	2021	Carbon Management	Supporting carbon reduction across all applications.
Produce new planning guidance on overheating, green roofs and on-site carbon reduction measures, and update the Sustainable Design and Construction SPD.	2021	Carbon Management / Planning Policy	Within remit of existing Carbon Management staff.
Update the cost of carbon to a price that incentivises on-site reduction and review every 2 years.	2020	Carbon Management / Planning Policy	First increase to £95/tCO <sub>2</sub> took effect on 1 <sup>st</sup> January 2020. Further review underway following the publication of the Cost of Carbon Report by LETI (May 2020).
Deliver updated retrofit design guides for conservation areas to set out the recommended approach to retrofitting sensitively and minimising impact on heritage assets. To engage on implications of fabric improvements and energy reduction technologies on a cross-disciplinary basis.	2021	Carbon Management / Planning Policy	
Set ambitious carbon reduction planning policies for existing and new buildings in forthcoming Local Plan reviews.	2022	Carbon Management / Planning Policy	Subject to any changes to Building Regulations implemented at national level that may restrict local powers to set higher standards.

## Non-Domestic Building and Workplace Emissions

*Overall Objective: Achieve an EPC B on average in all in non-domestic buildings and reduce business related carbon emissions.*

Similar to the domestic sector, carbon emissions from businesses in Haringey are mostly related to the buildings they occupy. Most of non-domestic buildings are commercial buildings owned and managed by private landlords. Another challenge for the borough is that most of Haringey's businesses are micro- and small businesses meaning that these organisations often have limited resources to deliver action. Other non-domestic buildings included under this section include schools, healthcare, leisure and community buildings.

The emissions from non-domestic buildings are primarily those from heating and lighting buildings. These are responsible for just over 20% of the emissions in the borough.

'Process emissions' from industry are the emissions associated with fuel and energy used by businesses for industrial and manufacturing processes (i.e., the other energy they use that is not for heating and lighting the buildings they occupy). These are accounted for separately in the data and make up a small proportion of emissions in the borough, reflecting that Haringey does not have heavy industrial activity within the borough.

The Council can directly influence businesses in properties which we own, by implementing energy efficiency measures. We can also work with the largest emitters in the borough (Alexandra Palace, Wood Green Mall, the Crown Court, and Tottenham Hotspur Stadium) to work together to mitigate their emissions.

The actions focus on refurbishing existing buildings, energy supply choices, and behavioural changes within the workforce and high standard new buildings.

### Workplace Actions

<b>Objective W1 – Target all businesses to increase prioritisation of carbon emission reduction in commercial decision making and facilitate a retrofit program by 2025 (approx. 11,750 businesses).</b>			
The majority of businesses in Haringey are micro-businesses, sometimes meaning that carbon reduction is not a priority. This action sets out to aid businesses to consider carbon reduction initiatives and the economic benefits of doing so.			
<b>Action Owner</b>	Carbon Management / Property / Economic Development		
<b>Cost</b>	Capital cost of £100m to be funded and spent externally to deliver the necessary retrofits in privately-owned non-residential buildings at a rough average of £22,000 per property (across roughly 4-5 different typologies).  Additional funding may be required to cover the cost of technical studies and project development assistance.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number and value of grants and/or loans awarded by the Council to businesses</li> <li>Number of engagements per year (new businesses, and repeat engagements)</li> <li>Average EPC score across all commercial properties in the borough (dependent on how the London Building Stock Model is developed and when it is launched)</li> </ul>		
<b>Potential carbon reduction</b>	Medium but significant wider impact to help businesses become more efficient and reduce running costs. Retrofit activities in small, medium and large enterprises in the borough could deliver up to 140GWh/year of savings by 2050.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>

Lobby government to require EPC B for all commercial properties by 2035.	2021	Carbon Management	To be required for any commercial properties that are let or sold.
Embed carbon reduction requirements within all Council engagement with businesses.	2022	Regeneration / Business engagement	
Educate businesses and retailers in their role in addressing climate change. Develop guidance on integrating reduction of carbon emissions within commercial decision making.	From 2021	Economic Development / Carbon Management / Community	
Identify external funding sources for non-domestic properties and manage distribution of funds by grouping similar retrofit interventions.	From 2021	Finance / Economic Development	Tie into community wealth building principles.

**Objective W2 – Engagement with ten of the borough’s largest emitters to enable and support large-scale projects and high-profile action.**

Working with the largest emitters in the borough can make a significant impact in a relatively short period of time, especially as these businesses are likely to have the financial capacity to implement change.

<b>Action Owner</b>	Carbon Management / Businesses		
<b>Cost</b>	<£5k and existing staff time to promote and engage with the big emitting businesses		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>How many businesses set targets to reduce emissions and improvement in EPC rating (every 5 years)</li> </ul>		
<b>Potential carbon reduction</b>	Significant with up to 65GWh/year that would be delivered by retrofit of all large enterprise premises.		
Action	Deadline	Action owner	Notes
Identify the largest ten carbon emitters within the borough, understand their priorities and business drivers.	2021	Carbon Management	Use results of Energy Savings Opportunity Scheme (ESOS) and EPC database to inform this work.
Help largest emitters to understand the risks of increasing energy costs and to agree targets to reduce carbon emissions through behavioural changes and retrofitting their properties. Local business cases will have to be made with them.	2021	Carbon Management / Economic Development	To start this work during the engagement period in 2020.
Encourage the businesses to commit to sustainable business practices (such as signing up to renewable energy, choosing sustainable suppliers etc).	2023	Carbon Management / Economic Development	
Deliver a local energy fund to encourage these companies to fund local carbon offsetting of their emissions on flights or carbon emissions.	2023	Carbon Management / Stakeholders	

**Objective W3 – Engagement with public bodies to support energy efficiency improvements in health and education public buildings across Haringey by 2034.**

Public buildings larger than 250 m<sup>2</sup> are required to have a Display Energy Certificate (DEC). The DEC register provides a ready list of buildings to target. As a public body, the Council is well positioned to connect with other public sector organisations within the borough and encourage change.

<b>Action Owner</b>	Social Care / Education / Energy and facility managers of public buildings if in-house
---------------------	--



<b>Cost</b>	External £10-12m capital cost to be secured by public bodies for retrofit of health and education-related buildings (high-level estimate). Government will be lobbied to commit to this cost.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Average operational rating (DEC) across all public buildings per year</li> </ul>		
<b>Potential carbon reduction</b>	Full retrofit of the sector could reduce energy consumption by around 28GWh/year.		
Action	Deadline	Action owner	Notes
Lobby government (Department for Education, NHS) to ringfence funds to pay for creating a Zero Carbon Action Plan for all schools (see Action C1) and fund delivery of energy efficiency measures in all health and education buildings to EPC B.	2021	Carbon Management	The funding could be in the form of a loan scheme (based on infrastructure pay-back terms).
Support public bodies to set targets to apply for funding, deliver energy efficiency improvements and provide technical guidance.	Ongoing	Carbon Management / Asset Management	This should be integrated within the wider maintenance and repairs programme for schools.
Enable pooling of projects and resources to reduce the cost of retrofit activities.	2034	Carbon Management / Procurement	Strategic Procurement will closely work with key stakeholders on a case-by-case basis to explore these outcomes.

**Objective W4 – Reduce carbon emissions by bringing all existing council-owned commercial assets to an average of EPC B or better by 2035.**

The council has responsibility for a significant number of buildings in the borough, either through ownership and/or operation and has a responsibility to lead by example.

<b>Action Owner</b>	Property and facilities management / Commercial lettings / Landlord and Tenant Functions (Commercial)		
<b>Cost</b>	Programme delivery covered by the existing Council property management teams. Business cases will be made on a case-by-case basis. The retrofit works need to be aligned with the maintenance and repair programme.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Average EPC score across all Council-owned commercial properties</li> <li>% of contracts of Council-owned commercial properties including a carbon reduction clause</li> </ul>		
<b>Potential carbon reduction</b>	Significant and reduced energy costs for the occupiers of council commercial units. Opportunity to increase rents for a better unit.		
Action	Deadline	Action owner	Notes
Require all Council operators to report energy consumption data year on year. Set energy reduction targets in operating contracts, such as for leisure centres.	2022	Property Services	Targets can be set into new contracts or contracts up for renewal.
Specify scope of works required to reduce energy consumption in all commercial council-owned buildings to EPC B by 2035 (approx. 1,200 units across around 640 assets).	2022	Carbon Management / Property Services	Discussions have already been occurring between Carbon Management and Property Services on specific properties.
Group types of Council supply chain contracts and set out new carbon reduction clauses.	2022	Procurement / Carbon Management	To set a contract value threshold for this clause by type of contract.

Deliver Action Plan to improve properties and future lease conditions within the Council's commercial let portfolio, mapping out future purchasing and selling requirements.	2025	Property Services	Using the Asset Management Plan to inform this process.
--	------	-------------------	---

**Objective W5 – Achieving zero carbon in all new build non-residential developments**

It is expected that there will be a need for an increase of over 20% in the commercial and non-domestic floorspace in the borough by 2050 (GLA - London wide average). This is a considerable opportunity to limit additional emissions from new developments.

<b>Action Owner</b>	Planning policy / Carbon Management / Development Management / Housing / Regeneration / Businesses / Developers		
<b>Cost</b>	No additional cost to the Council, some additional cost to developers.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Average % of carbon emissions saved on site in non-residential schemes permitted per year</li> </ul>		
<b>Potential carbon reduction</b>	This is medium to significant depending on the industry / non-domestic users' profile. Reduced cost in operation and avoidance of future retrofit costs.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Lobby national government and GLA to improve fabric requirements in Building Regulations Part L beyond October 2019 proposals, before 2025.	2020	Carbon Management	To update existing SAP modelling which does not accurately represent carbon emissions in developments.
Deliver training for planning staff and proactively engage in the planning process to deliver policy requirements.	By 2021	Carbon Management	
Produce new planning guidance on overheating, green roofs and on-site carbon reduction measures, and update the Sustainable Design and Construction SPD.	By 2021	Carbon Management / Planning Policy	Within remit of existing Carbon Management staff.
Update the cost of carbon to a price that incentivises on-site reduction and review every 2 years.	Starting in 2020	Carbon Management / Planning Policy	First increase to £95/tCO <sub>2</sub> took effect on 1 <sup>st</sup> January 2020. Further review underway following the publication of the Cost of Carbon Report by LETI (May 2020).
Review existing Conservation Area boundaries and update conservation area appraisals and management plans that enable more carbon reduction measures to be installed sensitively.	From 2021	Carbon Management / Planning Policy	Within the lobbying ask.
Set ambitious carbon reduction planning policies in forthcoming Local Plan reviews.	In line with local reviews.	Carbon Management / Planning Policy	Subject to any changes to Building Regulations implemented at national level that may restrict local powers to set higher standards.



Objective W6 – Supporting local business reduce their wider carbon emissions			
The businesses of the borough can reduce their carbon footprint through using local supply chains, promoting active travel for their staff, and choosing lower carbon products.			
<b>Action Owner</b>	Carbon Management / Regeneration / Businesses		
<b>Cost</b>	Minor additional cost to the Council but will align with existing regeneration programmes and the High Streets Recovery Plan, through which funding can be secured.		
<b>Measurable metrics</b>	Number of businesses engaged on carbon reduction projects		
<b>Potential carbon reduction</b>	This is minor but this depends on the businesses level of engagement. Reduced cost in operations and positive public relations for the businesses.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
For the Council to signpost and advise businesses on their role in carbon reduction. Promoting positive action through operations and supply chains. Enabling businesses to use local supply chains and increase community wealth building.	By 2021	Carbon Management / Regeneration	This aligns with the work around the long-term sustainability of the High Street. And promote Community Wealth Building.
To encourage businesses to switch to green energy suppliers.	From 2020	Businesses	
Set up a cargo bike or e-cargo bike delivery service trial for local businesses.	2022	Carbon Management / Town Centres Team	
Increase education to encourage the adoption of a circular economy approach to their business model.	From 2022	Carbon Management / Town Centres Team / Employment & Socio-Economic Regeneration	
For businesses to promote their low carbon credentials.	From 2020	Businesses	There are several businesses across the borough that promote their work on this.
Promote Active Travel to businesses.	From 2022	Carbon Management / Regeneration / Businesses	

## Transport

*Overall Objective: Reduce emissions related to road transportation by 50% by 2025, by growing public and active travel options, low-carbon transport options and infrastructure (e.g., EV charging stations)*

Transport is the third largest source of emissions in the borough, and private transport is associated with poor air quality, noise, social isolation, and health issues within the borough. Whilst low carbon forms of motorised transport do exist, there are still air quality issues associated with these solutions (e.g., tyre wear and braking). Furthermore, congestion issues are not solved by making every car electric. For these reasons, the Council will prioritise investment and delivery of public and active transport modes.

Cycle sharing, cycle infrastructure, parking restrictions, walkable streets, pedestrianisation and prohibition of vehicle use in some contexts can all help deliver a mode shift for the borough. Research indicates strongly that the best way to stimulate an uptake in walking and cycling (and a reduction in car use) is through a complementary package which includes both hard (new cycle lanes and bike storage) and soft (cycle training) measures. In Haringey, parking management and control schemes such as Controlled Parking Zones (CPZs) have helped to reduce the number of non-local cars (commuters and shoppers) in the borough. Across London similar schemes have helped to improve air pollution, access and accessibility and promote the local economy<sup>3</sup>.

It is acknowledged that dangerous driving exists on our roads, impacting people's perception and experience of safety. These safety fears need to be overcome in tandem with improving people's driving behaviour to unlock the necessary growth in active travel.

There are some limitations to addressing transport emissions. It is a complex issue due to the transience of journeys and the fact that journeys are not necessarily contained within the borough. Journeys may start and finish outside Haringey. In addition, TfL has a high degree of control over public transport and key road networks, leaving the Council with more limited influence. To manage these in a strategic manner will require the Council to work closely with TfL and our neighbouring boroughs.

Many of these actions are economically prudent (such as car clubs and active travel), create better neighbourhoods and are being practised elsewhere in the UK, but rarely all at the same time and in the same place. Furthermore, to deliver these will require a significant change in our behaviours and use of private combustion vehicles.

This does not mean that the borough cannot set itself ambitious targets of shifting to cleaner, greener mobility solutions. Under the Climate Emergency Scenario, the number of journeys made by petrol and diesel vehicles need to decrease at a much faster rate than the 2050 Scenario: the number of petrol and diesel journeys need to be halved by 2024, compared with 2032 under the 2050 Scenario. The intention of this is to decrease emissions at a faster rate, as this will reduce carbon quicker and deliver a better highways environment faster alongside improved connectivity and air quality, the Council has the power to reduce these emissions through CPZs, reallocation of road space, prices of parking permits and electric vehicle charging deployment. It is therefore technically easier to mitigate these emissions than in other sectors and actions, such as retrofitting homes.

---

<sup>3</sup> 'Benefits of Parking Management in London' (August 2018) by Integrated Transport Planning Ltd.

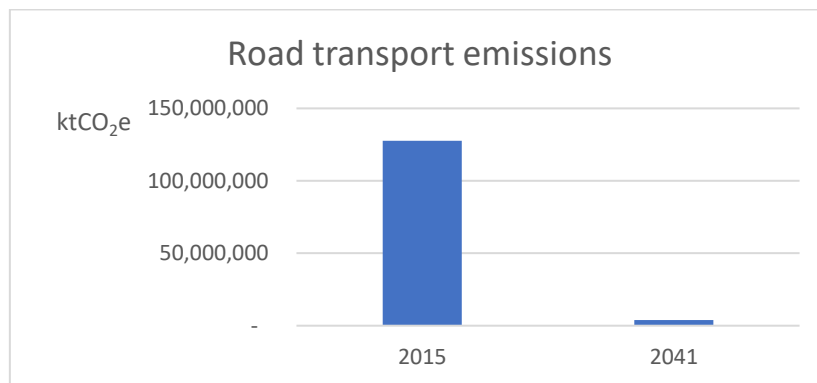


Figure 6: Chart showing transport-related emissions in 2015 and 2041. In 2015, 127,637,566 ktCO<sub>2</sub> was emitted; the ambition for 2041 is 3,808,360 ktCO<sub>2</sub>.

## Transport Actions

**Objective T1 – Deliver a five-year sustained programme of engagement with Haringey residents to encourage mode shift towards public and active transport choices, with aim to achieve 88% of daily journeys to include walking, cycling and public transport by 2041.**

This will build on existing plans and targets in the Mayor of London's Transport Strategy and Haringey's Transport Strategy. Timelines for interim review can be arranged to coincide with the next key business and transport planning horizons.

<b>Action Owner</b>	Transport Planning / Active Travel / Residents and employers		
<b>Cost</b>	Existing posts will deliver the capital programmes and scaling up which will be expected to deliver the Mayor's Transport Strategy ambition. Schemes include School Streets, segregated cycle lanes, Liveable Neighbourhoods, and pavement widening. Funding will be secured through TfL and parking charges.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>• Number of active transport journeys per day</li> <li>• % of total car ownership in the borough</li> </ul>		
<b>Potential carbon reduction</b>	Significant as it will support air quality, noise, alongside health and wellbeing objectives. Combined with all other Transport objectives, a total of 120 ktCO <sub>2</sub> by 2041.		
Action	Deadline	Action owner	Notes
Engage with residents to overcome the barriers to enable switching to active and zero carbon transport, including behavioural change methods.	2021	Active Travel	The Autumn 2020 engagement period formed the basis to designing the survey.
Scale up personalised bike training and highways education for safe cycling, targeting groups less represented amongst cyclists (ages, locations, socio-economic background, ethnicity, gender). Increasing from 1,500 residents a year to 2,000. Review effectiveness and opportunities to increase impact.	Ongoing	Active Travel / Cycle Confident (partner)	Post-training evaluation, and identification of greater impact measures is not currently undertaken.
Engage with disability groups and residents to understand the needs to make public spaces more accessible.	2021	Active Travel / Transport Planning / Highways	
Roll out 'Try Before You Bike' schemes for the community. Expand the bikes on offer that residents can try. Continue to promote the scheme and extend it to local businesses.	Ongoing	Active Travel	This scheme has been operating successfully since June 2019 and will now include electric and (e-)cargo bike elements. First aimed at residents and to expanded to local businesses.

Work with residents and businesses to design, implement and maintain parklets and Play Streets.	Ongoing	Planning/ Transport Planning / Highways	There are approximately 50 Play Streets a year – aiming for 80 a year. Need to lobby the Mayor for one major road closure a year.
Lobby TfL to introduce more Zero Emission Bus routes to Haringey, increase east-to-west bus routes, smaller buses with shorter routes, model the road network with greater emphasis on public transport and active travel.	From 2021	Transport Planning / Highways	Can enable this through local consultation.
Plan future 5-year active travel engagement programmes with lessons learnt from the first major programme.	From 2026	Transport Planning / Highways	

### Objective T2 – Delivery of a 4-year programme to improve active and accessible transport infrastructure by 2025

The aim is to transform the borough's active transport infrastructure so that walking and cycling become the most obvious and efficient modes of transport for most people living and working in the borough, and well-integrated with public transport services for those making longer journeys. The programme should make use of the three redevelopment areas in the borough to establish new standards for active transport connectivity.

<b>Action Owner</b>	Planning /Transport Planning / Highways		
<b>Cost</b>	Annual capital investment of £16m, £64m in total. Cost to be met by Council and/or external funding opportunities.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Km of total dedicated cycle routes delivered</li> <li>Number of additional secure and covered cycle parking spaces installed</li> </ul>		
<b>Potential carbon reduction</b>	Medium. Combined with all other Transport objectives, a total of 120 ktCO <sub>2</sub> by 2041.		
Action	Deadline	Action owner	Notes
Lobby TfL to help fund the delivery of 30-60 km of dedicated cycle route infrastructure in the borough. Work with TfL to determine new strategic routes and the Council to connect to strategic routes with local routes to create a joined-up cycle network.	2021  Delivery by 2025	Transport Planning	Include design standards such as clear signage and 20 mph zones. To include major roads in Haringey.
There will be a presumption in favour of reallocating public highway spaces currently allocated to private and business vehicles (e.g., car parks, roads, on-street parking) to prioritise active travel (wider pavements and cycle lanes) and green space. This would include the re-prioritisation of crossings in favour of pedestrians. To increase accessibility across our neighbourhoods for all.	From 2020	Highways	Deliver high quality, accessible public realm and pavement areas to encourage walking, supported by quiet ways and wayfinding. Explore reducing on-street parking to one side of streets only.
Scaling up safe cycle storage across the borough, in residential streets, in shopping areas and at all transport interchange points, including provision for e-bikes.	2024	Transport Planning / Highways	Installed based on local demand. Funded through LIP.
Develop and implement a School Streets programme to improve air quality, increase active travel, improve road safety and create pedestrian- and cycle-friendly neighbourhoods around the borough's primary schools. This will include detailed	From 2020	Active Travel/ Highways	All primary schools in the borough have been assessed for their feasibility, a School Streets plan for the implementation

feasibility and design of the School Streets, working together with stakeholders to consider local access requirements.			of the first 20 School Streets was approved at Cabinet in November 2020.
Introduce a bike hire/sharing scheme to the borough, including an e-bike scheme.	2022	Transport Planning	London Councils/TfL are coordinating a pan-London byelaw that will enable the managing of dockless bike schemes.
To explore, design and implement Zero Emission Zones and Low Traffic Neighbourhood areas. Review and address concerns from the Liveable Neighbourhoods Crouch End project, with view to roll out.	2023	Transport Planning/ Highways	Low Traffic Neighbourhoods are being proposed in the Bruce Grove, St Ann's and Bounds Green areas with further proposed in the draft Walking & Cycling Action Plan.
Aim to reduce emissions from road and resurfacing works, for non-road mobile machines through stronger planning policy and enforcement.	From 2021	Carbon Management / Planning / Highways	In line with London's 'Low Emission Zone' for Non-Road Mobile Machinery and policies to reduce idling of HGVs.
Consult with road safety groups and other relevant organisations to ensure highway designs are safe.	From 2021	Transport Planning / Highways	

**Objective T3 – Develop policies and projects that disincentivise private household car use and reduce vehicle trips by businesses.**

This aligns with the Mayor of London's Transport Strategy, Haringey's Transport Strategy (2018) and the draft Haringey Parking Action Plan, which has aim to discourage private car use. This can be achieved through expanding CPZs both in operating hours and space; reallocating road space to prioritise active and accessible travel infrastructure (T2); and raising parking charges.

<b>Action Owner</b>	Highways / Residents / Businesses / Wider stakeholders		
<b>Cost</b>	Funding for studies and management of the consultation. Cost to be met by Council. However, in the long term, income generation and ring-fenced for sustainable transport initiatives.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Km<sup>2</sup> covered in operational CPZs</li> <li>Average number of hours CPZs are operational per day</li> </ul>		
<b>Potential carbon reduction</b>	Medium. Combined with all other Transport objectives, a total of 120 ktCO <sub>2</sub> by 2041.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Lobby the government to phase out combustion engines by 2030.	2020	Carbon Management	
Investigate and deliver a borough-wide freight and last mile delivery strategy, focusing on hot spots in retail centres, with the aim to consolidate freight and delivery journeys.	By 2022	Transport Planning and Wood Green Regeneration	

Assess the vehicles in the borough through DVLA data to understand the vehicle make up in terms of emissions in the borough. This information will be used to determine price bandings for permit and on-street parking charges.  Revise parking charging price bandings.	By 2021	Highways	Ensure that any income generated from parking charges is ring-fenced into sustainable transport projects.
Whilst not currently considered viable, continue to review the deliverability of a borough workplace parking levy to disincentivise employee car use and reduce impact of commuting by car, except disabled people.	From 2020	Highways and Carbon Management	Any income generated from a workplace levy (if implemented) should support active travel measures.
To roll out a resident led CPZ programme and review existing CPZs to ensure that they continue to meet the demands of residents and businesses in order to maximise coverage across the borough, reduce car usage as far as possible and manage visitors to the borough by car. While ensuring high user satisfaction, reducing fraud levels, and congestion peaks (e.g., to operate all day, events).	From 2020	Highways	CPZs help discourage long-term parking and reduce fewer vehicle journeys into CPZ areas. The 2020/21 CPZ programme is prioritising the review of CPZs that have not been reviewed for a few years, assessing whether CPZs are effective and whether changes can be made, particularly to the 2-hour CPZs.
Ensure that parking charging systems used across the borough (CPZs and P&D pays) reflect the needs of the community (residents and businesses) and wider environmental concerns – air quality, carbon, congestion and highways space.	From 2020	Highways	A diesel surcharge proposal will be presented at Cabinet in Spring 2020.

**Objective T4 – Programme to incentivise the move to low and zero emission vehicles by residents and businesses for people who are less able to rely on active and public transport infrastructure to move around**

This aligns with the Haringey Transport Strategy (2018) and draft Ultra-Low Emission Vehicle Action Plan.

<b>Action Owner</b>	Carbon Management/Highways		
<b>Cost</b>	£50,000 over 3 years for education and awareness raising. Supporting the switch through tracker applications, etc.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>% of vehicles registered in the borough that are low and zero emission</li> </ul>		
<b>Potential carbon reduction</b>	Minor. Combined with all other Transport objectives, a total of 120 ktCO2 by 2041.		
Action	Deadline	Action owner	Notes
Promote EV-related regional and national grants and loan systems applicable to residents and businesses.	Ongoing	Carbon Management	To promote on the Council website, resident forums and business groups.
Seek to overcome barriers to EV charging point infrastructure for residents without driveways.	From 2022	Transport Planning / Highways / Carbon Management	
Give permits to car club operators to deliver greater percentages of electric	By 2025	Carbon Management	

fleets and promote to residents, businesses, and new drivers. Have 100% electric car club fleets in the borough.	By 2030		
Establish a network for local businesses to join and access EV-related initiatives. This can include EV trials, e-cargo bike trials etc.	By 2022	Carbon Management	TfL support and e-cargo bikes will form part of the 'Try Before You Bike' schemes.
All planning applications should include EV charging points where applicable (100% active in Wood Green and the rest of the borough in line with the London Plan). All new homes should have access to charging point facilities within their area.	Ongoing	Transport Planning / Planning	Supported by Planning Advice Notes.

**Objective T5 – Expand provision and accessibility of EV charging infrastructure, with up to 2,000 charging points by 2025 but based on levels of demand.**

This aligns with the Haringey Transport Strategy (2018) and draft Ultra-Low Emission Vehicle Action Plan. This will include private and public points. TfL predicts that the demand for EV charging will require approx. 2000 points in public and private parking areas.

<b>Action Owner</b>	Carbon Management/Highways		
<b>Cost</b>	Approx. £25m private finance. Income generating and ring-fenced for sustainable transport initiatives		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number of EV charging points installed in the borough</li> </ul>		
<b>Potential carbon reduction</b>	Medium. But the switch to EVs will deliver significant improvements in air quality, noise, and health and wellbeing objectives.		
Action	Deadline	Action owner	Notes
Continue to monitor EV demand across the borough and install charging points in line with this.	Ongoing	Carbon Management/Highways	Use OLEV data to monitor number of EVs; use UKPN and TfL scenario analyses to determine how many EVCPs are needed.  Use King's College study to understand EV demand.
Install a variety of charging point types (e.g., lamp column, standard and rapid) in suitable locations, with a variety of charging point providers.	Ongoing	Carbon Management/Highways	Work with partners such as UK Power Networks and TfL to implement charging points.
Facilitate regional approaches supported by TfL to support a consistent approach to EV charging across London.	Ongoing	Carbon Management	



## Energy

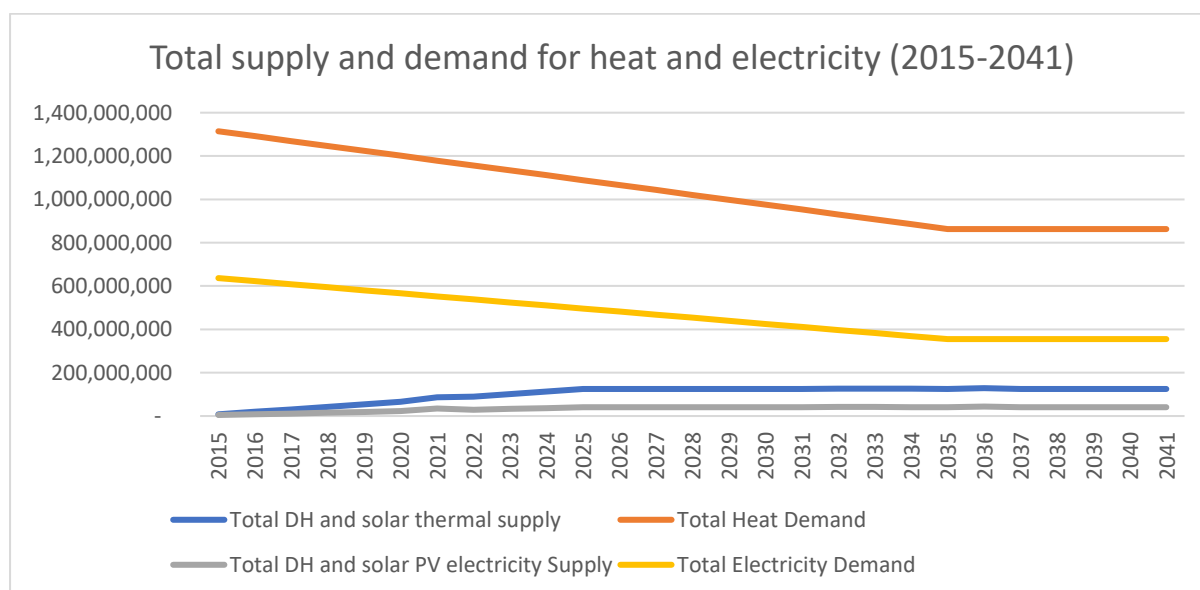
*Overall Objective: Connect around 12,000 homes to low carbon heat sources and generate at least approximately 13 GW of renewable energy locally*

### Introduction

The carbon intensity of the national grid is falling, decarbonising the electricity supplied to homes and workplaces. The Council can further support this by developing and supporting low carbon forms of electricity generation, such as solar and wind power. This can be explored alongside local battery and other energy storage facilities – at a residential or local area level. This local generation will decarbonise the borough's energy, but it also strengthens Haringey's energy security. Renewable energy generation can be small scale (e.g., homes with solar panels) or can be large scale (e.g., large solar farms and wind turbines).

In Haringey, heating traditionally relies on the combustion of natural gas. The efficiency of heat creation can be improved through the electrification of heating using heat pumps (air, ground or water source) and adoption of low carbon decentralised energy networks (DENs).

The graph below shows the gap between demand for heat and electricity in the borough and the local supply of heat and electricity through district energy networks, solar PV and solar thermal installations. This gap is projected to narrow, with demand going down in line with the large-scale retrofit programme in homes and workplaces, and supply going up in line with the five DENs being delivered in the borough.



*Figure 7. The total supply and demand for heat and electricity between 2015 and 2041. There is a downwards trend in both total heat and total electricity demand, as a result of energy efficiency improvements made to homes and workplaces. Total decentralised heat and solar thermal supply, and total decentralised heat and solar photovoltaic electricity supply increases.*

The Council has limited influence in this sector, due to a significant proportion of electricity being centrally generated. Decentralised energy is growing, with smaller pockets of locally generated energy being supplied to smaller areas of homes and businesses. The National Grid predicts that decentralised energy will be more popular in the future, with residents being 'prosumers' (someone who both consumes and produces their own energy), with more peer-to-peer trading of energy at a local level.



## Energy Actions

<b>Objective E1 – Install renewable generation in our public spaces (e.g., Lee Valley) and review for wind turbines and PV solar arrays</b>			
This will contribute to the decarbonisation of the grid as well as engaging residents with renewable energy through installation of large-scale wind and/or solar power generation in the Lee Valley.			
<b>Action Owner</b>	Carbon Management / Energy Managers / Stakeholders		
<b>Cost</b>	<p>Installation of one wind turbine at £2.7m, Queen Elizabeth II floating solar reservoir development in west London cost £6m.</p> <p>Funding mechanism/route to be determined. Subject to feasibility studies and financial modelling, this could offer the Council a revenue stream and could be facilitated through a community energy company or joint venture.</p>		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>kWh of renewable electricity generated annually through solar array and/or wind turbines</li> </ul>		
<b>Potential carbon reduction</b>	Significant, and these actions can act as a beacon for wider actions. Two 1.5 MW wind turbines and 17 kWp of floating PV arrays would generate 21 MWh of renewable electricity a year, which totals 5.5% homes in the borough.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Conduct a feasibility study to assess the viability of installing two 1.5 MW wind turbines in Lee Valley (in terms of wind speeds and biodiversity impact).	2021	Carbon Management / Stakeholders	Could undertake this with Thames Water and a potential wind turbine/solar array provider.
Conduct a feasibility study to assess the viability of installing 17 kWp (160,000 m <sup>2</sup> ) of floating PV array on Banbury Reservoir.	2021	Carbon Management / Stakeholders	Could undertake this with Thames Water and a potential wind turbine/solar array provider.
Work with Thames Water which owns and operates reservoirs in the Lee Valley, to identify suitable locations for further renewable generation projects.	2021	Carbon Management	

<b>Objective E2 – Develop a programme to encourage the installation of 20,000 PV arrays by 2041</b>			
This should target businesses, residents and landowners. Existing grass-roots action in the borough already making progress should be supported (e.g., en10ergy). Leadership should be demonstrated by expanding the installation of PV arrays on Council properties.			
<b>Action Owner</b>	Carbon Management / Stakeholders – residents and businesses		
<b>Cost</b>	£28 m total capital investment to 2041. Cost external to the Council.		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>kW capacity installed through schemes facilitated by the Council</li> </ul>		
<b>Potential carbon reduction</b>	Medium. Emission savings will vary according to property electricity consumption and array size, but on average PV installation will generate around a third of household consumption. Roof-mounted PV on 20,000 homes will generate around 13 GWh/year. This will raise significant awareness.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Work with Planning to understand what kind of planning permission is required and/or whether it falls within permitted development rights for different types of buildings/generation capacity.	2021	Carbon Management/ Planning	
Work with community energy groups and other relevant organisations/groups to establish viable financial and delivery models for individuals, businesses and community groups for energy projects.	2021	Carbon Management	

Conduct feasibility assessment for all roofs across Haringey to determine solar generation capacity. This should also include a financial model/economic assessment to identify payback periods for residents and businesses for solar PV.	2022	Carbon Management	Feasibility assessment can be funded through London's Community Energy Fund. London's Solar Opportunity Map can also be used as basis.
Support existing grass-roots action in the borough already making progress e.g., en10ergy through S106 funding (Action Com2). Work with stakeholder groups to determine which projects are funded.	Ongoing	Carbon Management	Use S106 Carbon Offsetting funding to financially support community energy.
Support local apprenticeships to carry out solar PV installation works.	From 2021	Carbon Management / Employment & Socio-Economic Regeneration / Procurement	
Join and promote bulk purchasing schemes such as Solar Together London to achieve economies of scale and maximise impact.	Ongoing	Carbon Management	

**Objective E3 – Develop policies to support installation of Decentralised Energy Networks (DENs) and connect to zero or lower carbon heat sources**

Initially this will focus on three neighbourhood level heat DENs in North Tottenham, Tottenham Hale and Wood Green as identified in the existing masterplan and the Council's newly expanded DEN at Broadwater Farm estate. Low carbon waste heat generated by industrial processes (energy from waste, underground) should be captured and used to heat our homes.

<b>Action Owner</b>	Carbon Management / Regeneration / Housing		
<b>Cost</b>	<p>£30m in Capital programme over 15 years for all three schemes identified in the existing energy masterplan (North Tottenham, Tottenham Hale and Wood Green).</p> <p>Additional projects could also come forward which may increase the budget.</p> <p>The Council will need to fund/arrange suitable financing for the projects; the Council is likely to invest in and own the infrastructure and procure or partner with another organisation for the design, build, operation and maintenance of the DEN but may look to also bring in a third party to fund/own some or all of the network.</p>		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number of homes connected to DENs</li> </ul>		
<b>Potential carbon reduction</b>	<p>Significant. 8,000 tCO<sub>2</sub> – because this action contributes to the removal of gas boilers from around 12,000 homes connected by 2035.</p> <p>Almost 90% of homes will be served by heat pumps and/or low-carbon district heating by 2050.</p>		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Develop and update guidance notes to clearly set out the Council's approach to heat networks and promote.	Ongoing	Carbon Management / Planning Policy	Setting out long-term vision and to include energy strategy and achieve planning requirements.
Implement in partnership with Development Management (and Housing / Regeneration for Council-led development).	Ongoing	Development Management / Housing / Regeneration	To include standard design documents to future-proof buildings that intended to be connected to DENs (e.g., to allow for future lower temperature systems).

Delivery of Outline Business Cases for initial set up of Wood Green and Tottenham Hale DENs.	Summer 2021	Carbon Management	This will secure Council support for the proposed role in the projects (likely to include funding and owning the networks).
Completion of commercialisation for set-up of Wood Green and Tottenham Hale DENs.	End 2022	Carbon Management	To include design development and securing planning / consents, customer acquisition and procurement of contractors to deliver infrastructure leading to a final investment decision in the projects.
Completion of construction of first phases of Tottenham Hale and Wood Green DENs.	Summer 2024	Carbon Management	Construction of infrastructure to allow supply of heat and initial supply of heat.
Monitor opportunities for new networks / growth of existing networks / interconnection of networks.	Ongoing	Carbon Management	Undertaking necessary feasibility work, business case preparation, commercialisation and delivery to secure additional opportunities including any beyond scope of currently identified masterplan.
Lobby government to support policy around delivery of DENs.	Ongoing	Carbon Management	Government is developing the market framework for DENs.

**Objective E4 – Develop a programme of technical advice to encourage the adoption of heat pumps to achieve an average installation rate of 2,300 homes per year. Approx. £6k per unit.**

This should target businesses, residents and landowners, and can be folded into Action H3.

<b>Action Owner</b>	Carbon Management / Stakeholders		
<b>Cost</b>	<p>£640m external capital investment required for the installation of heat pumps.</p> <p>Technical advice for heat pumps would be captured in the provision of advice for privately-owned residential and commercial properties.</p>		
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number of engagement activities per year (linked to H3)</li> <li>Number of home visits for tailored technical advice (linked to H3)</li> </ul>		
<b>Potential energy reduction</b>	79 GWh of heat supplied by heat pumps by 2050. 10% of homes will be supplied from gas and electric by 2050. Nearly all homes will be served by heat pumps and low carbon district heating.		
<b>Action</b>	<b>Deadline</b>	<b>Action owner</b>	<b>Notes</b>
Deliver training sessions for businesses in local supply chains to increase knowledge on renewable energy and installation, and the importance of improving fabric efficiencies.	2021	Carbon Management	Needs retrofitting of homes before this can be deployed.
Provide new planning guidance with separate infographics for residents and businesses on what type of renewable energy they can adopt, how, and associated costs. Provide advice on improving the energy efficiency of the building and reducing draughts to support the efficiency of heat pumps and prevent high running costs.	2021	Carbon Management / Planning Policy	This will include guidance on other energy efficiency improvements and generation. It will also link to the DEN planning guidance work.
Explore the setting up of local pop-up advice centres to help residents and businesses with retrofitting and installing renewable energy technologies.	2021-2022	Carbon Management / Regeneration / Town Centres	

## Community

*Overall objective: to actively liaise with and support stakeholder organisations to reduce carbon emissions and promote further reduction.*

### Generating community support

Over 90% of all borough emissions are not within direct control of the Council. Therefore, the support and delivery of action by wider borough stakeholders is vital to ensure delivery of this Action Plan. This means that all residents need to feel ownership of this ambition and feel empowered to take action. Alongside the Council, the borough hosts multiple active environment- and climate-related stakeholder groups who have successfully delivered a range of projects; we will all need to work together to deliver a Zero Carbon Borough. The borough's previous project and Action Plan ('Haringey 40:20', which helped decrease emissions by 40 per cent by 2020, compared to a 2005 baseline) gave rise to the Haringey Climate Forum. This group aims to deliver projects and review policies and projects in Haringey with regard to climate change. It includes representatives from local sustainability groups such as the Community Energy Lab, En10ergy, Friends of the Earth, and the Muswell Hill Sustainability Group.

The Council's role is to support these stakeholder groups both resource wise and financially. The Council has previously given community grants of £10,000 a year to deliver carbon reduction projects. In 2019, projects included: double-glazing for businesses; installing 450 LED light bulbs in 250 homes; providing training opportunities with access to new careers; and improving pedestrian routes for schools. More details on these are found within the Council's Annual Carbon Report. A key enabler to scaling up this support is the development of a Community Energy Fund, reflected in Action Com2 below.

The wider stakeholders' active support will be vital to deliver the Haringey Climate Change Action Plan, with a focus on engaging with groups not yet engaged with and those who are not involved in climate change action already. This support may be secured through policy changes, meeting venues, publicity on projects and wider co-ordination. It may be through direct grants, but also may involve developing and co-ordinating new funding streams such as Community Bonds which can raise awareness and increase funding for projects.

The Council will need to work with local youth, community, faith and religious groups and local businesses to facilitate the large-scale change required.

### Supporting a local green economy

The latest Office of National Statistics assessment of the Green Economy in 2019 shows that the UK low carbon and renewable energy (LCRE) economy grew by 6.8% to £44.5 billion in 2017, from £41.7 billion in 2016. With the LCRE sector now growing at around four times the rate of the rest of the UK's underlying economy, this means that this sector in the UK economy is growing the fastest, and if harnessed and supported, can deliver benefits within Haringey through new jobs and industry. With increased public support and demand for a more sustainable environment, the LCRE sector is expected to continue to grow ahead of other sectors of the UK economy.

Green sector jobs provide services or goods that benefit our environment and/or conserve or restore our precious natural resources. Such jobs could increase the efficiency of our resource consumption, limit greenhouse gas emissions, minimise waste and contamination, protect, restore and enhance ecosystems, and contribute to climate change adaptation. Examples of green sector jobs may include renewable energy installers, energy auditors, retrofit assessors and project managers, retrofit builders, businesses that champion the circular economy, electric vehicle engineers, natural and low-carbon material producers and distributors, organic food producers, eco-designers, ecologists and conservationists.

Alongside this, to deliver the national government's sustainability objectives, such as Air Quality and Carbon Reduction, there is increasing taxation to reduce and improve performance through regulation. Schemes such as the Ultra-Low Emissions Zone (ULEZ) and increasing environmental taxes on energy bills impact on businesses revenue and performance. Therefore, being an efficient and environmentally aware business will increase profitability and stimulate business growth.

### Protecting our ecosystems and biodiversity

A new objective, Com4 has been added to respond to feedback from the community. We depend heavily on the health of our ecosystems and biodiversity, which provide us with essential services, resources, but also support our wellbeing, health and ability to adapt to the impacts of climate change. Our ecosystems and species are also impacted by the climate emergency, so protecting our natural environment is as important as reducing our greenhouse gas emissions to fight against climate change. The Parks and Green Spaces Strategy will set out the detailed objectives and actions to protect and enhance our local ecosystems and biodiversity. Objective Com4 sets out some of the actions of the Parks and Green Spaces Strategy related to carbon reduction.

This action also aligns with the Mayor's objective for London to become the world's first National Park City and London's Environment Strategy.

### Community Actions

Objective Com1 – To increase education and awareness raising across the borough to residents and businesses			
Raising awareness of the impacts of climate change, and steps to mitigate, can encourage residents and businesses to engage with the issue and to enable behavioural change.			
Action Owner	Carbon Management / residents / businesses / partners		
Cost	<£5k costs in delivering the actions.  1 FTE member of staff to coordinate with the stakeholders across Actions Com1 and Com2.		
Measurable metrics	<ul style="list-style-type: none"> <li>Number of events supported per year</li> </ul>		
Potential energy reduction	Small, but needed to unlock wider savings.		
Action	Deadline / Frequency	Action owner	Notes
Use Council's communications networks to increase awareness around carbon reduction.	2021 - Quarterly	Comms / Carbon Management	
Support the expansion of a community-managed web page on carbon reduction.	2021	Residents and interest groups	The webpage was delivered in 2020.
Attend and support at least 10 events a year to promote carbon reduction and healthier lifestyles.	2021 - Annually	Carbon Management / residents and partners	Many of the events were held virtually since the launch of the draft Action Plan, during the COVID-10 pandemic.
Publish performance annually on projects and impact on carbon reduction.	2021 - Annually	Carbon Management	In the Council's Constitution.
Promote the Haringey Green Homes Programme across the Council and borough network and help expand its remit and audience.	2021 - Annually	Carbon Management / residents and partners	The 2020 Green Homes Programme could not take place online, however, the Council did share the

			videos that the programme released (households gave a video tour of their retrofitted homes).
Set up a programme of community meetings to deliver the action plan.	2021	Carbon Management / Community	
Review of the HCCAP to align with new legislation, policy, funding and technological advancements.	2030	Carbon Management	

### Objective Com2 - To empower and enable community-owned projects to deliver carbon reduction

This is with aim to give the right tools to local residents and partner groups to take ownership of carbon reduction initiatives. This objective includes actions around lobbying to unlock funding and resources for these community groups to deliver action.

<b>Action Owner</b>	Carbon Management / residents / businesses / borough partners
<b>Cost</b>	£300k over 5 years. Community Energy Grants can be developed to support through Planning Carbon Offsetting in the s106. As set out by other authorities.
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Amount and value of Community Grants awarded</li> </ul>
<b>Potential carbon reduction</b>	Small. But this enables the residents and borough partners to deliver the borough ambition together and increase awareness.

Action	Deadline / Frequency	Action owner	Notes
Lobby the GLA to retain the London Community Energy Fund for community energy projects.	2021	Carbon Management	
Lobby the government to bring back tax incentives for community energy groups to unlock local investment in energy projects.	2021	Carbon Management	Tax incentives such as Social Investment Tax Relief (SITR).
For the Haringey Climate Change Forum to be supported by the Council.	Quarterly	All Services	Meetings are booked by Carbon Management, services invited to attend.
For Haringey Council to set up a Community Energy Fund and offer grants for residents and partners to undertake and develop carbon reduction projects and run low-carbon project competitions.	2021 – Annual award	Carbon Management / residents / businesses	Funded through s106 monies already collected. The Community Energy Fund will be launched in 2021 following the adoption of the Action Plan.
Develop a local carbon offsetting fund for the businesses and community to offset their emissions on flights or carbon emissions.	2022-2023	Carbon Management / residents / businesses	Create an account for businesses, staff, and community to support local carbon reduction projects.
Promote switching to a lower carbon energy supplier for residents and businesses.	Ongoing	Carbon Management / GLA	London Power is set up by the GLA <a href="https://mylondonpower.com/">https://mylondonpower.com/</a> .
To investigate the development of “Green Community Bonds” funded by the community to invest in carbon reduction projects.	2021	Carbon Management / residents / businesses	

### Objective Com3 - To support the development of a skills programme, new jobs and careers in the carbon reduction sector



The Council has mapped the number of homes that need to be retrofitted and the measures that need to be implemented. On the back of this, the Council can determine how many jobs, and the type of skills needed to fulfil this. This will need to be supported by new training opportunities and courses. This objective will support the Employment & Skills Recovery Action Plan.				
<b>Action Owner</b>	Carbon Management / Economic Development			
<b>Cost</b>	This would be dependent on government funding to deliver a new training programme within the borough. Upskilling our residents and growing the green economy.			
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number of courses being taught in the borough that upskill people to reduce carbon emissions</li> </ul>			
<b>Potential carbon reduction</b>	Small, but significant economic opportunities, and awareness outcomes.			
Action		Deadline / Frequency	Action owner	Notes
Lobby national government to deliver an education programme for the new work force that will deliver retrofitting and new technologies.		2021	Carbon Management / Employment & Socio-Economic Regeneration	
Explore the delivery of a 'Green Hub' to accommodate retrofit installers, provide training on a large scale for young people, re-training for people entering into the green sector, and training for people who can specialise in retrofitting heritage buildings. Enabling Haringey to be at the front of the new green economy and re-skilling jobs that will decline (car mechanics, boiler engineers etc).		2022	Carbon Management / Regeneration / Employment & Socio-Economic Regeneration	The "Green Sector" is one of the most sustained growth sectors of the UK economy. It could deliver over 1,000 skilled jobs in Haringey, plus other jobs through the supply chain. Work with the Selby Centre and other local organisations to deliver this.
Advertise new training opportunities and future careers in the local carbon sector. Advertise council-owned deep retrofit projects as training opportunities for local young people (paid work experience, or apprenticeships).		From 2021	Carbon Management / Employment & Socio-Economic Regeneration	To be embedded into tenders and contractual arrangements.
Develop a low-carbon volunteer network to promote retrofitting in public and private sector, with volunteers receiving training.		From 2022	Carbon Management / Regeneration / Community	

**Objective Com4 - Deliver carbon reduction projects that support the protection and enhancement of the borough's biodiversity and habitats**

This is to increase the council's ability to mitigate and adapt to climate change and address the ecological emergency and mass extinctions of species we are seeing globally.

<b>Action Owner</b>	Parks and Leisure / Highways / Carbon Management / Planning
<b>Cost</b>	This would be dependent on government funding to deliver a new training programme within the borough, upskilling our residents, growing the green economy and develop community group resources.
<b>Measurable metrics</b>	<ul style="list-style-type: none"> <li>Number of trees planted/removed</li> <li>Area of publicly accessible parks and green spaces (sqm)</li> </ul>
<b>Potential carbon reduction</b>	Small, but significant environmental opportunities, health and wellbeing impacts and awareness outcomes.

Action	Deadline / Frequency	Action owner	Notes
Increase the overall area of green spaces in new developments and through the delivery of pocket parks.	From 2023	Planning / Regeneration	Management and maintenance of these new spaces to be taken up privately or by volunteer groups, where possible. The introduction of the London Plan's Urban Greening Factor will enable this.
Increase biodiversity and habitat types in the borough's green and blue network by increasing wildlife-only areas, and supporting biodiversity-supporting infrastructure.	From 2021	Parks and Leisure / Planning / Flood and Water Management / Community	The management and maintenance implications will need to be explored with the relevant teams and partners. The introduction of the biodiversity net gain requirement in developments will enable this.
Increase the level of 'standard' or 'heavy standard' tree planting across the borough in appropriate areas. Investigate the suitability of creating new woodland areas / arboretum.	From 2021	Parks and Leisure / Highways / Homes for Haringey / Community	The council is undertaking a huge tree planting exercise to plant 1,000 trees in 2021 across the borough. This takes a 'right tree in the right place' approach.
Develop a means of estimating the potential carbon sequestration from trees in the borough.	2022-2027	Parks and Leisure / Carbon Management	To be undertaken as part of an iTree Eco survey, under the Tree & Woodland Plan.
Increase opportunities for local food growing through community-led groups, schools, and new developments.	From 2021	Planning / Community-led groups / Schools / Allotment Groups	This is to reduce transport emissions related to food production and supply.
Reduce emissions of the borough's parks and increasing renewable energy generation through its buildings, machinery, vehicles and service delivery.	By 2027	Parks and Leisure / Carbon Management / Transport Planning	Machinery and vehicles will be moving to electric, where possible. To explore local solar PV on parks buildings to charge vehicles and tools.
Increasing the biodiversity of Homes for Haringey open spaces and road-side verges by reducing cutting regimes, identifying appropriate areas to deliver this, and delivering a pilot project.	From 2022	Parks and Leisure / Homes for Haringey / Highways	Consider implications for maintenance (different kit, frequency, methods).
Install appropriate signage for the public to be aware and educated of the purposes of the above projects.	From 2022	Parks and Leisure / Highways	



## National and Regional Lobbying

As recognised by the Government's Climate Change Committee 6<sup>th</sup> progress report, many of the actions within this plan, and the decisions we make, depend on having supporting infrastructure and systems in place. Local authorities have powers or influence over roughly a third of emissions in their local areas.

Therefore, the borough can only achieve the 2041 ambition with the help and support of the residents, businesses, partners and wider borough stakeholders, with close working alongside regional and national government to support new powers and new financial mechanisms.

Haringey's carbon emissions are inherently linked to transport systems which are strategic beyond the borough boundary. Energy generation is governed at a national and regional level. Many actions in this plan are therefore not possible to progress without implementing transformative changes at a higher level to deal with the climate emergency that the country and world are facing. This list has been developed with input from Arup, UKGBC, developers and retrofitting companies, alongside Haringey residents, businesses, partners and wider stakeholders.

As outlined in specific actions, the Council will actively be lobbying national government and the Mayor of London (and Transport for London, TFL) to change policy and legislation, and release funding to support local governments, households and businesses in reducing their carbon emissions drastically.

To do this, the Council will write to these bodies and publicise these needs whenever it can through formal consultation and engagement, and ad-hoc opportunities.

### National Lobbying Asks

National requests will be directed primarily to the Department for Business, Energy and Industrial Strategy (BEIS) and the Ministry of Housing, Communities & Local Government (MHCLG):

- a) Enforce a minimum domestic and non-domestic EPC rating required at point of sale and let to EPC B by 2035, increasing from the current EPC E and increase funding to enable homeowners to retrofit their properties to EPC B;
- b) Cut VAT for owners, residents and business groups on retrofitting and renewables from 20% to 5%;
- c) Give stronger powers and funding to the local authority to enforce Minimum Energy Efficiency Standards on private sector landlords;
- d) Require realistic and accessible carbon emission modelling software in new developments that deliver improved fabric requirements in Building Regulations Part L and implement before the Future Homes Standard is implemented in 2025;
- e) Adopt higher energy reduction standards than currently proposed in the Future Homes Standard consultations for domestic, non-domestic existing and new build properties;
- f) Support energy efficiency measures to be installed in buildings in conservation areas through the National Planning Policy Framework;
- g) Promote reuse of existing buildings in policy before demolition and provide clear planning guidance on designing for deconstruction of new buildings to reduce embodied carbon;

- h) Ring-fence funding from the Department for Education and NHS funds to retrofit all public buildings (schools and NHS buildings) to achieve EPC B;
- i) Stop the sale of conventional vehicles (diesel and petrol) by 2030;
- j) Bring back tax incentives and remove tax burdens for Community Energy Companies to unlock local investment in community energy projects;
- k) Develop a national education and skills development programme to develop a workforce that can deliver retrofitting and implement new technologies.
- l) Remove solar PV installations from business rates;
- m) Improve subsidies and/or funding for renewable energy to enable residents and businesses to resume installing renewable energy technologies, there is a particular need to tackling the current lack of subsidies for domestic properties or small-scale installations; and,
- n) Expand the Salix loan scheme for public sector retrofitting.

**Regional lobbying asks to the Mayor of London/Greater London Authority and TfL:**

- a) Coordinate provision of technical energy efficiency advice to private households across London;
- b) TfL to introduce more and increase the rate of deployment of Zero Emission Buses;
- c) TfL to model the road network and future transport schemes, with priority for active travel and then public transport;
- d) TfL to fund the delivery of 30-60 km of cycle route infrastructure in Haringey;
- e) Revise TfL funding process, by removing the bidding process for boroughs. Earmark a set amount of funding to deliver active travel infrastructure per borough over a longer time period to enable large schemes to be forward planned and delivered;
- f) TfL to support regional approaches to enable a consistent approach to EV charging across London;
- g) Deliver a regional education and skills development programme to develop a workforce that can deliver retrofitting and implement new technologies;
- h) For all funding from the GLA for projects and programmes to deliver the Zero Carbon ambition;
- i) Develop clearer policies around the delivery of district energy networks and community energy; and,
- j) Retain the London Community Energy Fund for community energy projects.

## Delivering the Ambition

The Climate Change Action Plan is ambitious and sets out the level of commitment required from all partners in the borough – the Council, businesses, residents, the Mayor of London and the national government. It cannot be delivered by one party alone.

### Financial

This Action Plan will be funded by the public sector, the private sector, and private residents. Some of this funding has already been secured, and some funding will need to be secured from the Mayor of London and Government, and other third-party organisations.

Recent Government funding announcements (in the 10 Point Plan and Energy White Paper in late 2020) should be taken up where possible.

The Council will fund its own actions through its capital programmes and additional revenue, many of which are underway. Some of the Council's costings in this Action Plan have been developed as estimates and will be worked up in detail with the relevant service areas when the Action Plan is progressed to the delivery stage. These are estimates on the amount of funding we will need to secure from the government and third parties to deliver the Climate Change Action Plan in response to the Climate Emergency.

Within the Council financial plan there are already several existing capital funding streams proposed that will support the delivery of this Action Plan for the Council to be zero carbon by 2027 and the borough by 2041, including:

- Decentralised Energy Networks (£27m over the next 5 years) – which will create low carbon heat networks in the borough's regeneration areas;
- School Streets Funding (£3m over the next 5 years) – which will improve public realm and deliver active travel options around our schools;
- Active Travel Programme (£1.68m for 2020/21) – to support residents, employees and partners to cycle and walk more through training and education alongside infrastructure measures;
- Streetspace Plan to support active travel through walking and cycling (£5.1m);
- Street lighting energy efficiency LED upgrade (£7m over the next 2 years);
- Parks and leisure facilities carbon reduction programme (£3m over the next 5 years);
- SME workplace intensification (£9.8m over next 5 years) which is improve existing and deliver new low carbon workspace units;
- Council assets and Civic Centre improvements (£23m over 5 years) to deliver improvement in these key civic building, which will include carbon reduction measures; and,
- Council housing energy efficiency programme (£101m over the next 10 years) – which will improve the energy performance of the Council's housing stock.

There is also a proposed low-carbon funding stream to facilitate existing projects to go further to deliver increased carbon reduction. This will target corporate commercial property projects, where increased revenue can be secured.

Projects that currently do not have funding streams allocated, which are proposed to be delivered in the medium to longer term, will be reviewed and business cases developed before funding can be agreed. To fully deliver the ambition in this Action Plan, all new capital funding streams will be reviewed starting from 2020. These will highlight the carbon saving, and both revenue and capital implications will be considered. It will be expected that all new funding asks to the Council and public funding streams will deliver a positive carbon reduction element. Furthermore, in our lobbying of national and regional government, the Council will call for more funding to support local authorities, residents and businesses to achieve the borough's ambition.

To deliver our ambition there needs to be significant and sustained action by a range of other stakeholders, such as private homeowners and small businesses in the borough, which is why the costs of this scenario fall predominantly outside the Council's control. Lobbying and partnership work by the Council to regional and national government will be essential in securing the action needed to deliver on climate emergency ambitions.

Many of the private investment by residents, businesses and partners will be delivered over a longer time period, with most being delivered as new technology and routine improvements take place, such as building improvements (replacement windows or heating systems), or new transport choices are considered and brought. To enable this rate of change to increase, the Council will signpost these stakeholders to new funding, or enable them to make informed choices around payback periods.

### **Governance and Future Monitoring**

This Climate Change Action Plan will require robust governance to implement and monitor actions across the Council's service areas. An important aspect to the governance structure is to monitor progress and ensure relevant service areas take ownership of progress.

All Council projects will need to demonstrate they meet the carbon reduction requirements as set out in this Action Plan through key decisions and procurement requirements. This plan will require senior leadership support at all levels.

The Council will report on progress made on this Climate Change Action Plan through the Annual Carbon Report which has been published since 2008. The report has previously focused on the 40:20 commitment and will be updated in 2021 to reflect the ambitions set out in this new Climate Change Action Plan. All relevant service areas of the Council will be required to monitor progress through the metrics set out in the Action Plan.

The Council will also continue to report on the Borough Plan, which includes the zero-carbon ambition.

### **Timeframe for Action**

It is intended that the plan is a live document and will require updating as technology, skills, and knowledge moves forward. In some instances, the groundwork for the high impact programmes will be delivered in the next three to five years. This will enable the borough to deliver significant carbon reduction once fully designed and funding is secured.

This current Action Plan is focusing on the known solutions and measures needed now. The immediate actions will focus on delivery over the next 7-8 years. In the next update of the Climate Change Action Plan the Council will review performance and continue to deliver change between 2028-2036.

### **Timeframe for Action - Immediate Action**

In response to the climate emergency, projects that have funding in place and the Council will move to delivery immediately include:

- School Streets programme;
- Streetspace Plan;
- Homes for Haringey energy retrofit programme;
- DEN masterplan – feasibility and planning stages;
- Active Travel Projects and Healthy Streets; and,
- Delivery of a Community Energy Fund.

There are also projects that require individual action plans and policy changes to ensure that we deliver best value and meaningful outcomes, now and over the longer term. Over the short term, the Council will design these with stakeholders and plan a route map to support the borough's net Zero Carbon Ambition. These include:

- Review of the Council's Asset Management Plan to embed carbon reduction in all refurbishments and new buildings;
- Delivery of new Zero Carbon planning policies and advice for all new development across the borough;
- An Action Plan for the Council's Corporate Estate setting out how we will become Carbon Neutral by 2027; and,
- An Action Plan for the schools of the borough, so that they can also move towards Zero Carbon Buildings.

These actions will enable the Council to work towards becoming net zero carbon by 2027 and strengthen Haringey as a leader.

### **Timeframe for Action – Medium- to Long-Term Action**

Many actions cannot be delivered by the Council. As one borough we need to ensure that all representatives – residents, businesses, partners, and other stakeholders understand and agree with our zero-carbon ambition. It will require difficult conversations as we move away from our current lifestyle to a low-carbon future. We will need to address issues such as reducing private car ownership, increasing the rate of private home energy efficiency improvements, and growing new green jobs in the borough.

Once this is agreed, the Council can educate, support, and use its powers under local government to enable wider action. But the borough will need significant contributions and ownership from our residents, businesses, and partners to achieve our borough's ambition. These projects include:

- Reducing the level of private car ownership in the borough, and increasing safe and active travel options for residents;
- Delivering high numbers of retrofits and improved energy standards in the borough's 102,000 homes;
- Delivering high numbers of retrofits, and improved energy standards in the business building and units across the borough's commercial portfolio;
- Repurposing the highways space in the borough to prioritise walking and cycling;
- Increase the amount of renewable technologies across the borough, including options in our parks and conservation areas;
- Growing the local supply chain to deliver new low carbon jobs and skills; and
- Delivering a wide range of communications and promotions to all stakeholders to normalise low carbon lifestyles and measures, which will increase significant carbon reduction.

## Glossary

**[Annual Carbon Report](#)** - the Annual Carbon Report provides a transparent year on year account of progress made to reduce carbon emissions from the Council's operations and Haringey as a whole.

**Climate Emergency declaration** – admitting that climate change exists and that the measures taken up to this point are not enough to limit the changes brought by it. The decision mandates the government to devise measures that try and stop human-induced climate change. The declaration can be made on national and local government level. The specific term 'emergency' is used to assign priority to the topic, and to generate a mind-set of urgency.

**CO<sub>2</sub>** – carbon dioxide, a greenhouse gas (see below).

**DEN** – Decentralised Energy Network. A DEN is a system of highly insulated pipes that move energy in the form of hot water or steam from where it is created, to where it is needed for use in space heating and hot water production. A DEN has the potential to provide energy in a more efficient (and lower carbon), cost competitive, and locally secure and environmentally beneficial manner, over conventional energy supply.

**EV** – Electric Vehicles.

**EPC** – Energy Performance Certificate. A requirement under The Energy Performance of Buildings (Certificates and Inspections) (England and Wales) Regulations 2007 for properties to have a valid EPC (valid for 10 years) when the property is rented or sold. The EPC provides an indicative rating for the energy efficiency of the property (rating A to E, with E being the worst) and an indicative rating for retrofit improvements that could be made.

**GHG** – greenhouse gas. These gases contribute to climate change directly through their greenhouse effect by trapping heat in the atmosphere. Seven GHGs are listed under the Kyoto Protocol which have different impacts on global warming; carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O) are naturally occurring GHGs, and hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF<sub>6</sub>) and nitrogen trifluoride (NF<sub>3</sub>) are human-made GHGs.

**GLA** – Greater London Authority (comprising the Mayor of London and London Assembly).

**Green energy** – additional, certified power generated by renewable sources (by the Government definition of renewable).

**IPBES** - Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services, who published a [Global Assessment report in 2019](#).

**IPCC** – Intergovernmental Panel on Climate Change, who published a [special report in 2018](#) on the impacts of global warming of 1.5 degrees Celsius.

**[Haringey 40:20](#)** - Haringey 40:20 was inspired by the passion of local residents who convinced Haringey Council to join the Friends of the Earth 'Get Serious about CO<sub>2</sub>' initiative and adopt an ambitious target to reduce CO<sub>2</sub> emissions in the borough by 40% by 2020. Haringey 40:20 brings together residents, businesses, social enterprises, charities and community groups across Haringey to help to create a better future for everyone living and working in the borough.

**Liveable Neighbourhoods** – A funding programme initiated by [Transport for London](#) for long-term schemes that encourage walking, cycling and the use of public transport. [Liveable Crouch End](#) is the first of such schemes in Haringey.

**PV** – photovoltaics, also known as solar panels. PV is a technology that converts sunlight into electricity through its solar photovoltaic cells.

**Retrofitting** – modifications to existing buildings to improve its energy efficiency and/or decrease energy demand.

**ULEZ** – Ultra Low Emission Zone. Vehicles need to pay a charge if they do not meet the ULEZ emissions standards.

**Zero Carbon** – A very energy efficient building or area which may have on-site renewable power generation. This will reduce carbon emissions to a minimum. Where emissions do occur, emissions can be offset through mechanisms which could include buying green power for the remaining energy demands. Developing a Power Purchase Agreement (PPA), PPA for out-of-borough renewable energy sources, and / or planting of trees each year to offset emissions (these would need to be certified independently and benefits quantified), etc.

This page is intentionally left blank



# Appendix 2 – Engagement Report

## Table of Contents

<b>TABLE OF CONTENTS.....</b>	<b>1</b>
<b>1. INTRODUCTION .....</b>	<b>3</b>
1.1 INTRODUCTION TO THE ENGAGEMENT REPORT AND STRUCTURE .....	3
1.2 CHANNELS OF COMMUNICATION.....	4
<b>2. THE NATIONAL PICTURE .....</b>	<b>5</b>
2.1 THE GOVERNMENT’S TEN POINT PLAN FOR A GREEN INDUSTRIAL REVOLUTION .....	5
2.2 THE CLIMATE CHANGE COMMITTEE LOCAL AUTHORITIES AND THE SIXTH CARBON BUDGET REPORT .....	6
2.3 HOW HAS THIS IMPACTED ON THE ACTION PLAN? .....	6
<b>3. CITIZEN’S PANEL SURVEY.....</b>	<b>7</b>
3.1 PERIOD OF ENGAGEMENT .....	7
3.2 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION .....	7
3.3 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES .....	8
3.4 THE CLIMATE CHANGE ACTION PLAN’S KEY PROJECTS AND POLICIES .....	9
3.5 THE BOROUGH’S LOW CARBON BARRIERS THAT NEED TO BE OVERCOME.....	10
3.6 DEMOGRAPHIC BREAKDOWN .....	11
<b>4. EXTERNAL ENGAGEMENT WEBSITE .....</b>	<b>11</b>
4.1 INTRODUCTION TO THE COMMONPLACE WEBPAGES.....	11
4.2 PERIOD OF ENGAGEMENT .....	12
4.3 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION .....	13
4.4 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES .....	16
4.5 THE CLIMATE CHANGE ACTION PLAN’S KEY PROJECTS AND POLICIES .....	17
4.6 THE BOROUGH’S LOW CARBON BARRIERS THAT NEED TO BE OVERCOME.....	18
4.7 FEEDBACK NOT TAKEN FORWARD.....	24
4.8 DEMOGRAPHIC BREAKDOWN .....	24
4.9 CLIMATE CHANGE PROJECTS MAP .....	26
4.10 HOW HAS THIS INFLUENCED THE PLAN? .....	27
<b>5. CARBON PRIORITY SIMULATOR.....</b>	<b>27</b>
5.1 INTRODUCTION TO THE PRIORITY SIMULATOR PLATFORM .....	27
5.2 PERIOD OF ENGAGEMENT .....	28
5.3 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION .....	28
5.4 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES .....	28
5.5 DEMOGRAPHIC BREAKDOWN .....	30
5.6 FURTHER COMMENTS.....	32
<b>6. COMMUNITY GROUP FEEDBACK .....</b>	<b>33</b>
6.1 VIEWS ON THE BOROUGH’S NET ZERO CARBON AMBITION .....	33
6.2 THE CLIMATE CHANGE ACTION PLAN’S KEY PRIORITY PROGRAMMES .....	33
6.3 THE CLIMATE CHANGE ACTION PLAN’S KEY PROJECTS AND POLICIES .....	34
6.4 THE BOROUGH’S LOW CARBON BARRIERS THAT NEED TO BE OVERCOME.....	34

6.5	COMMUNICATIONS .....	35
<b>7.</b>	<b>YOUTH ADVISORY BOARD .....</b>	<b>35</b>
7.1	YOUNG PEOPLE’S RESPONSES.....	35
7.2	DEMOGRAPHIC BREAKDOWN .....	36
7.3	HOW DID THIS INFLUENCE THE PLAN? .....	36

# 1. Introduction

## 1.1 Introduction to the Engagement Report and Structure

Since the adoption of the draft Haringey Climate Change Action Plan in March 2020, the Council has engaged with the community to gather their views on the Action Plan. Alongside this the Council has reviewed the Action Plan in light of new government policy and programmes. The Council has used these sources to strengthen and reflect the views of the community and new policy. The key sources of information came from:

**New government reports and programmes.** During the engagement programme of the Haringey Climate Change Action Plan, national and regional policies and reports were launched. The key aspects of these reports and policy direction have been identified and reflected in the Haringey Climate Change Action Plan.

**Community Feedback.** Engagement with the community was due to take place over the summer of 2020. Unfortunately, legislation and public health advice restricted gatherings during 2020, and as such the engagement process was moved online. This meant that online tools were developed and used to gather information, and all meetings were held with the help of virtual platforms. Five key strands of engagement took place, and these were:

- **Survey of the Haringey Citizen's Panel.** In October 2020, a questionnaire to gather the views of borough residents on the issue of Climate Change was sent to the Council's newly formed Citizen's Panel. The Haringey Citizen's Panel is a selected sample of the borough that represent the wider population. This group were asked 12 questions to measure the level of concern and ambition on Climate Change. It also asked for areas of prioritisation that the Council should focus on and to understand the barriers that stop people undertaking action.
- **Presentations to community groups.** Although limited and challenging to do during 2020, the Council spoke at approx. 10 meetings with community groups on the Climate Change Action Plan. These included the Haringey Climate Forum, Haringey Youth Advisory Board, and the Action Plan was further communicated by the community at other groups such as the Haringey Pensioners Group, Conservation Area Advisory Committees, and Schools Forum. In these meetings an overview of the action plan was given, and responses and feedback gathered. Attendees were also asked to go online to complete the webpage questionnaires or send in their feedback via email.
- **The Haringey Climate Change Action Plan web pages.** The Council developed an interactive 'Commonplace' web platform that focused specifically on the issues in the Climate Change Action Plan. It asked questions around the prioritisation of the Climate Change Action Plan and the projects that the community would like to see brought forward. It also asked for suggestions for future projects that could be investigated for co-delivery.
- **The Haringey Carbon priority simulator tool.** Alongside the web platform, the Council developed a carbon priority simulator tool for prioritisation of projects. This allowed people to allocate a fixed number of credits to projects. This would show where people would like the community and Council to focus its efforts.
- **Youth Advisory Board.** The Haringey Youth Advisory Board was commissioned by the Carbon Management and Planning Policy teams to gather feedback from young people on a set of tailored questions on climate change and taking action, as well as specific questions to help develop the New Local Plan. This engagement took place in January 2021.

All the data and information gathered through the above sources have been reflected and categorised under the following headlines:

- Views on the Borough's Net Zero Carbon Ambition
- The Climate Change Action Plan's key priority programmes
- The Climate Change Action Plan's key projects and policies
- The Borough's Low Carbon Barriers that need to be overcome

The content and feedback from these sources of information and how the Action Plan has been altered as a result is set out below.

### **1.2 Channels of Communication**

People were encouraged to take part in the engagement period through the following communication channels:

- Community groups were contacted directly via email;
- The Council's social media channels, such as Twitter and Instagram;
- The Council's website on the front page and on the Going Green pages;
- Council press release;
- Community groups helped advertise on their social media channels, such as Selby Trust and Haringey Climate Forum;
- A two-page spread was included in the December edition of Haringey People, distributed to all Haringey households;
- Posters were distributed to park cafes around the borough (who consented to displaying it), the limited libraries that were open during the second lockdown during engagement period;
- Posters were distributed by Homes for Haringey in the Council's housing stock;
- Tailored advertisements were placed in the Schools bulletin, Partners Newsletter, and Business Newsletter;
- News items were published on the engagement webpages through Commonplace with a focus on the carbon priority simulator, insulating homes, joining the Local Plan virtual events about climate change policies, to encourage people to provide further feedback;
- Local Plan virtual engagement events (afternoon and evening sessions on 8<sup>th</sup> December 2020 and an evening session on 19<sup>th</sup> January 2021), although focused on climate change planning policies, as part of the New Local Plan First Steps engagement, they also provided a platform to discuss climate change more widely and how to address this in the built environment.

## 2. The National Picture

Since the Council adopted the first draft of the Climate Change Action Plan, several other national and regional policies have moved on. These new areas have also been integrated into the Climate Change Action Plan.

### 2.1 The Government's Ten Point Plan for a Green Industrial Revolution

In November, the Government announced its ten-point plan for a green industrial revolution. It set out a government investment of £12 billion of Green Funds, with the ambition of attracting more than three times as much from the private sector.

The Government's Plan covers clean energy, transport, nature and innovative technologies, with the ambition of eradicating the UK's carbon's contribution to climate change by 2050. This is particularly crucial in the run up to the COP26 climate summit in Glasgow in 2021. As a result of this we have seen a ramping up of activity and funding opportunities around Climate Change. Although there are ten priority areas for the Government, there are four which significantly impact on Haringey. These are:

- **Public transport, cycling and walking:** there is a greater push from government to make cycling and walking more attractive ways to travel and invest in zero-emission public transport of the future. Much of this funding is expected to be managed through TfL. This could have significant impact on Haringey, either directly (if we deliver) or indirectly (if our neighbouring boroughs or TfL deliver) around increased walking and cycling. TfL are already leading on issues such as Zero Carbon public transport. There is already significant activity on walking and cycling relating to the Borough's Streetspace Plan, the borough's emerging Walking and Cycling Strategy, and funding rounds from TfL and DfT.
- **Homes and public buildings:** making our homes, schools and hospitals greener, warmer and more energy efficient, whilst aiming to create 50,000 jobs by 2030, and a target to install 600,000 heat pumps every year by 2028. The Government has already announced significant funding in this area which is expected to continue. The Council are already working on this through the emerging Homes for Haringey Carbon Strategy, the adopted Affordable Energy Strategy, the Good Recovery Action Plan, and the developing Local Plan.
- **Electric transport:** the government aims to accelerate the transition to electric vehicles (EVs) and transforming our infrastructure to better support EVs. As part of this they confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than planned. Funding to support this will be targeting new charging stations, grants to enable people to buy EVs, and development of a UK battery manufacturing industry. By the start of 2021 Haringey will have close to 100 standard recharging points (for residential usage and overnight) and 6 rapid points (for 15/30-minute recharge). This is in line with current levels of demand and in line with our EV policy. Based on the 2030 policy and the number of EVs this will bring, the latest research from the TfL shows that Haringey will be required to deliver approx. 960 standard recharging points and 60 rapid points by 2030. These points are often funded by the private sector with government grants and works enabled by the Council (highways consent / planning etc) and can bring in income to the authority.

- Nature: protecting and restoring our natural environment, planting 30,000 hectares of trees every year, whilst creating and retaining thousands of jobs. This may open new funding streams for the Council for urban greening and will be integrated into the emerging Parks and Green Spaces Strategy.

## 2.2 The Climate Change Committee Local Authorities and the Sixth Carbon Budget Report

The UK Government's Climate Change Committee (CCC) released its 6th Carbon Budget Report in November 2020. This report had a commentary on the increasing number of local authorities who are setting increasingly ambitious plans to tackle climate change. As of October 2020, over 300 local authorities had declared climate emergencies, and many are now in the process of developing plans to deliver against ambitious Net Zero targets. The CCC report highlighted that local authorities have a range of existing levers that can be used to deliver local action that reduces emissions and prepares local areas to a changing climate. However, these levers alone are unlikely to be sufficient to deliver local authorities' Net Zero ambitions, due to gaps in powers, policy and funding barriers, and a lack of capacity and skills at a local level. Additionally, without some level of coordination from Government, the UK risks pursuing a fragmented strategy towards Net Zero.

Key messages of this report are:

- That the UK Government and local authorities share a common goal to deliver Net Zero. Which can only be achieved if Government, regional agencies and local authorities work seamlessly together.
- More than half of the emissions cuts needed, rely on people and businesses taking up low-carbon solutions – decisions that are made at a local and individual level. Many of these decisions depend on having supporting infrastructure and systems in place. Local authorities have powers or influence over roughly a third of emissions in their local areas.
- Top-down policies go some way to delivering change but can achieve a far greater impact if they are focused through local knowledge and networks.
- Four key things are needed to achieve this vision of collaborative delivery:
  - **Framework:** An agreed framework for delivery for Net Zero incorporating local and national climate action;
  - **Financing:** Appropriate long-term financing to support local authorities in delivering Net Zero;
  - **Flexibility:** Local operational flexibility around how local areas address climate change;
  - **Facilitation:** coherent policy and powers for the facilitation of delivery.

The full report can be read here: <https://www.theccc.org.uk/publication/local-authorities-and-the-sixth-carbon-budget/>.

## 2.3 How has this impacted on the Action Plan?

The Haringey Climate Change Action Plan is in alignment with the Government's 10-point plan, and already uses most of the recommendation set out by the CCC.

The Council has already accepted that the borough's Net Zero Carbon Ambition can only be delivered in partnership. This means support and action from the national and regional government, and support and action from the Haringey community. This is framed throughout the Action Plan, and specific asks are set out in a lobbying letter to national and

regional government for greater support and policy changes. The Council continues to work closely with government departments and agencies, alongside London Councils and the GLA to deliver the Net Zero Carbon ambition.

As a result of the CCC recommendations, we will now include a new action in Comm1 which will set out that the Council will review the Haringey Climate Action Plan in 2030. This will ensure that progress is being made, new technologies and policies are reflected. It will show that the Action Plan is flexible to adjust to any new challenges.

### 3. Citizen's Panel survey

#### 3.1 Period of engagement

In October 2020, a questionnaire to gather the views of borough residents on the issue of Climate Change was sent to the Council's newly formed Citizens Panel. The survey was open for 2.5 weeks. Twelve questions were asked to measure the level and areas of prioritisation that Council should focus on and to understand more the barriers that stop people undertaking action. The results are given as percentages of those that responded to the survey. The survey was sent to 887 people who had subscribed to the Citizens' Panel at the time and a total of 83 responses were received.

A brief introduction to the survey set out the reason for asking for the Panel's views, what the HCCAP is about and what it strives for.

#### 3.2 Views on the Borough's Net Zero Carbon Ambition

##### 3.2.1 Responses to survey questions

In the first part of this survey, we asked opening questions around the importance of Climate Change. The responses under these two questions highlight that there is a great deal of interest and support for climate change to be a greater priority within the borough.

*Citizen's Panel Question 1 (CPQ1): How concerned, if at all, are you about climate change, sometimes referred to as 'global warming'?*

- Very concerned – 71.6%;
- Fairly concerned – 19.7%;
- Not very concerned – 8.6%;
- Not at all concerned – 0%;
- Don't know – 0%.

*CPQ2: How much of a priority do you think the Climate Emergency should be for Haringey Council over the next 5-10 years?*

- Major priority – 55.6%;
- Quite a big priority – 29.6%;
- Moderate priority – 11.1%;
- Low priority – 3.7%;
- Not a priority at all – 0%;
- Don't know – 0%.

From these responses the Council's Carbon Management Service has engaged with the Corporate Policy Team who manage the development of the Borough Plan. There are discussions going on about how in the next iteration of the Borough Plan that Climate

Change is given a greater priority. The data collected through the Citizen's Panel responses implies that the Community would expect this to be prioritised, and that Climate Change is one of only a hand full of issues that the Council has declared an emergency over, with the aim of giving Climate Change and Carbon Reduction greater prominence within the future versions of the Borough Plan.

### 3.3 The Climate Change Action Plan's key priority programmes

The questionnaire then asked three questions around areas that the Citizens Panel would like to see the Council prioritise in the Climate Change Emergency. These were asked to help shape the areas that the Council and the community should focus on. Only answers that received more than 5% are listed.

*CPQ3: Which areas should the community (businesses, Council, residents) prioritise in reducing Haringey's carbon emissions? (select your top three)*

The top answers in order were:

1. Installing large-scale renewable energy like solar panels on large roofs or the reservoir (14%);
2. Encouraging clean ways of moving around like cycling and walking (13%);
3. Making the Council's housing stock more energy efficient (12%);
4. Building high quality energy efficient new buildings (10%);
5. Reducing the emissions in our private or shared cars vans and delivery vehicles (10%);
6. Reducing the Council's direct emissions (including our service vehicles buildings and schools) (9%) ;
7. Retrofitting existing privately-owned homes (8%);
8. Reducing the emissions in our public transport network (8%);
9. Creating a low carbon heat network (by sharing our heat supply) (7%);
10. Retrofitting existing privately-owned non-residential buildings (schools, offices, shops etc.) (7%);
11. Other (2%).

*CPQ4: Which transport actions should the Council and Transport for London prioritise to reduce carbon emissions in Haringey? (select top three)*

The top answers in order were:

1. Building segregated cycle lanes (17%);
2. Creating low-traffic neighbourhoods (16%);
3. Creating more and safer cycle parking on our streets (14%);
4. Improving public transport accessibility (12%);
5. Creating more direct routes for walking (9%);
6. Encouraging people to use electric vehicles (9%);
7. Removing road-side parking to re-allocate space to pavements, cycle lanes, and green infrastructure (8%);
8. Other (15%).



### 3.4 The Climate Change Action Plan's key projects and policies

The Citizen Panel was asked a question to highlight the key projects that they would like to see the Council focus on.

*CPQ5: What types of climate action do you think would most benefit your community / neighbourhood? (select any that apply)*

The top answers in order were:

1. Installing solar panels on local buildings (e.g., community retail industrial buildings) (17%);
2. Creating segregated local cycle routes (14%);
3. Encouraging businesses to reduce their emissions (13%);
4. Having access to local builders who know how to eco-retrofit buildings well (13%);
5. Delivering carbon reduction plans for local schools (12%);
6. Installing electric vehicle charging points (11%);
7. Reallocating road-side car parking spaces for walking cycling and greenery (9%);
8. Organising community events about saving energy and home energy efficiency (9%);
9. Other (2%).

From the information gathered by these questions (CPQ4 and CPQ5) it can be seen by the low percentages across many projects that the community had differing views on what projects should be prioritised. But from this information the Action Plan now will bring forward the development of large renewable installations in the borough from the medium term to the shorter term. This work will be useful not only as a carbon reduction measure but also to show the community a project that may inspire further action across the borough. The Council will also increase its focus on community buying schemes and solar panel deployments which are also within the Action Plan. This will also support the feedback to CPQ5. The information around Transport measures has been fed back to the Council's Transport Policy Team, who manage the Borough's Transport Strategy and the funding of projects. This information will be used to steer the development and implementation of these workstreams.

The Panel was also asked a set of questions focused on individuals' positive behaviours that people were already undertaking. The answers to these were multiple choice, and the answers are split across many different areas. The key points and issues raised from these answers have been used to help inform the projects within the Action Plan. A summary commentary is given below the questions.

*CPQ6: Are you already doing, or have you already done, any of the following? (select any that apply)*

1. Turning off lights when I leave a room;
2. Switched to LED bulbs;
3. Reduced my food waste and other single use waste;
4. Air-dry my laundry;
5. Take public transport instead of driving;
6. Turned down the heating thermostat;
7. Started walking and cycling more;
8. Reduce the amount I travel in a car;
9. Changed my diet to be more locally sourced and/or less dairy/meat.

The answers within this section showed that many people who responded are already doing many things to improve their carbon footprint through energy efficiency measures. This

shows that the community are already aware of Climate Change and are making lifestyle choices to reduce their impact. With over 50% stating that they are already undertaking the majority of these actions listed above.

### 3.5 The Borough's Low Carbon Barriers that need to be overcome

*CPQ7: Do you know what the Energy Performance Certificate (EPC) rating for your home is?*

1. I have not heard of EPCs (12%);
2. I'm aware of EPCs but I don't know what the EPC rating for my home is (45%);
3. Yes, I have a sense of what the rating is (28%);
4. Yes, I know the exact rating (16%);
5. 83% of total survey respondents answered this question.

This shows that many people are aware of the energy performance of the property that they live in. This is useful to know as this is currently the main communication tool that we have to measure and demonstrate carbon savings to the community. We will continue to use this as the main tool around energy efficiency.

*CPQ8: How do you feel about retrofitting your home?*

1. I'm not interested in retrofitting my home (7%);
2. I have already retrofitted my home (6%);
3. I am a tenant in my property I don't have control over this (25%);
4. I would like to, but I don't know enough about it (36%);
5. N/A (6%);
6. \*Other (20%);
7. 83% of total survey respondents answered this question.

This shows that many people are keen to undertake retrofitting work to their home but face barriers in achieving this. As such, the Council will increase the education and advice around the retrofitting of our homes. The Council will also target this to homeowners, private landlords, and public landlords. This will be delivered via websites, targeted communications and events.

*CP9Q: What would empower you or give you confidence to retrofit your home? (select your top three)*

1. Financial incentives (54%);
2. A reliable local building company to do the works (36%);
3. Knowing my bills will be lower (28%);
4. Knowing it will reduce my carbon emissions (26%);
5. Better understanding the benefits of retrofitting your home (19%);
6. Regulations that require my landlord to retrofit my home (17%);
7. Available training on how to retrofit your home (16%);
8. Good loan rates and terms (14%);
9. Understanding my EPC and current energy use (12%);
10. Knowing that my home will look good after the works (12%);
11. My neighbours also retrofitting their homes (at the same time) (7%);
12. Not applicable (14%);
13. \*Other (10%);
14. 83% of total survey respondents answered this question.

*CPQ10: If you wanted to make your home more energy efficient, how much difference would grants or tax incentives make to your decision to retrofit?*

1. A lot of difference (66%);
2. A little difference (18%);
3. Not much difference (3%);
4. No difference at all (1%);
5. Don't know (3%);
6. Not applicable (7%);
7. 82% of total survey respondents answered this question.

*CPQ11: What are the biggest factors that you would take into account if considering installing any renewable energy technologies? (select your top three)*

1. Cost to install the equipment (81%);
2. How much energy it could save (i.e., lower my energy bills) (50%);
3. Space needed inside my home for the equipment (47%);
4. How much it would reduce my carbon emissions (43%);
5. Getting planning permission and if necessary listed building consent (21%);
6. Recommendation from someone I know has already installed this technology (15%);
7. How the technology would look from the outside (e.g., solar panels on the roof) (9%);
8. Time required to install (7%);
9. \*Other (6%);
10. 82% of total survey respondents answered this question.

Questions 9-11 show that cost is a significant barrier to retrofitting people's homes and installing renewable energy technologies, and that the majority felt that financial incentives would make 'a lot of difference' to overcome this.

### 3.6 Demographic breakdown

The Haringey Citizen's Panel was specifically targeted to gather views from a representative sample from the borough, with a survey in October 2020. The responses from this sample do not vary hugely from the wider responses and the answers are fairly consistent across the various groups who responded – the one exception being a higher likelihood among men to say that they are not concerned about climate change. Every ward in the borough answered questions, with the wards that are overly represented in responses were from West Green Ward, closely followed by Tottenham Hale and Tottenham Green Wards.

## 4. External engagement website

### 4.1 Introduction to the Commonplace webpages

An external engagement website was developed together with Commonplace, who create and host online engagement platforms. It provides an easy-to-navigate webpage which visually signposts the main topics. It also allows for transparency as visitors can read other people's submitted comments and agree with these.

Visitors were able to read about the project background and then visit a number of 'tiles' which were categorised along categories of the draft HCCAP:

**There was an introduction on our vision and the evidence.** This included the draft HCCAP (including an accessible version), the evidence base reports prepared

by Arup, and general questions about the action plan, with space to comment more extensively.

**The Housing section** listed the proposed HCCAP objectives are for reducing housing emissions and included context to the amount of emissions that come from our homes. It also provided some advice on how to reduce emissions at an individual level, and advice for households who are struggling to heat their homes.

**The Workplaces section** listed the proposed HCCAP objectives are for reducing workplace emissions. It also provided some advice on how to reduce an environmental footprint and emissions as a business.

**The Transport section** listed the proposed HCCAP objectives are for reducing transport emissions. It also provided information on the negative impacts of private transport, and why walking and cycling will be prioritised. It also included what initiatives are already being taken by the Council.

**The Energy section** listed the proposed HCCAP objectives are for reducing energy emissions. It provided further information on the type of renewable energy technologies, how 'green' the electricity grid is at any time, and details on the borough's proposed Decentralised Energy Networks.

**The Community section** listed the proposed HCCAP objectives are for reducing community emissions and provided context to 90% of emissions being in control of the borough.

**The Council section** listed the proposed HCCAP objectives are for reducing our Council emissions. It provided context to the key areas of reducing the Council's emissions, and the type of buildings that are managed by the Council.

**Community Heatmap**; discussed in Section 4.9. People could place a pin on a location anywhere in the borough to indicate the location of current, forthcoming or ideas for low-carbon community projects. When placing this pin, they were asked what kind of project it is/will be, who the main partners are, and what would be needed to realise it or make it better.

**Try our carbon reduction priority tool** enabled people to click a link to the simulator tool webpage (more detail about this below).

**Our consumption & biodiversity** provided context to the importance of these aspects in creating a more sustainable borough and world, and why these aspects were not included in the draft HCCAP.

**How to contact your local sustainability groups** was intended to encourage visitors to find out more and get involved in local community groups.

## 4.2 Period of engagement

The Commonplace website was launched on 20 October 2020 and was closed for comments on 5 January 2021. A total of 210 people left feedback on Commonplace. This resulted in 625 contributions in the form of comments or agreement to other people's comments. As of 5<sup>th</sup> January 2021, 165 people had signed up to the newsletter.

A total of 431 visitors were recorded on the platform. Some of these may be the same visitors on different devices. Of those, 21% contributed to the feedback, 24% viewed four or

more pages but did not contribute, 31% viewed between one and four pages but did not contribute, and 25% left without interacting with the website. Spikes of visitors were recorded at the launch of the website and on 21<sup>st</sup> December 2020. Visitor numbers varied between zero and 30 visitors a day during other times. The demographic breakdown of respondents is set out in Section 4.8.

### 4.3 Views on the Borough's Net Zero Carbon Ambition

#### 4.3.1 CCAP Vision

*Q1: What do you feel about the draft Haringey Climate Change Action Plan overall?*

- Over 53% of respondents felt somewhat positive or positive about the CCAP;
- 25% felt neutral and 21% felt either somewhat negative or negative about the objectives;
- 109 responses received (52% of the total respondents who commented on Commonplace).

*Q2: Feel free to add any further comments on the action plan below.*

81 people responded to this question (39% of total respondents). Detailed responses are discussed below.

- Some people expressed their satisfaction at seeing the action plan, supported by expert evidence, and supported it;
- Some people felt the target was not ambitious enough and should be much sooner. Some felt the target was bold and necessary. Some felt there were other issues to worry about;
- Some felt the report is too long and could do with a summary, a simplified visual version and addition of infographics. The action plan contains technical language but is written clearly;
- Not addressing the ecological and biodiversity emergency, and many people requested more inclusion of biodiversity, green spaces, local food networks;
- Some felt there is too little community engagement, and some felt there is no need to consult any further and should just implement the plan as there is too little time to consult in this climate emergency. Suggestion to develop 'how to' videos to help train people;
- Some issues with the amount of emissions out of the Council's control;
- Issue with taking on board new low-carbon ideas for projects, the action plan needs to be flexible to take on board new ideas and solutions;
- Concern over the resourcing of the Carbon Management Team, in the short and medium term, some stating that this will require more resources to implement;
- Concerns over the impact on people and households with mobility issues;
- Some issues over Haringey's marginal role to fight climate change globally, the reliance on major polluting industries and practices, and displacing emissions to other parts of the world;
- Some concerns over the costing of the plan;
- Need to consider how others will be influenced, including young people, hard-to-reach communities, stakeholders, schools. Need face-to-face engagement with community and mass public information campaigns;
- Concern over waste management, food and consumption being excluded;

- Questioning the governance and mechanism for scrutiny and monitoring of the plan by local residents and stakeholders;
- Need to link in with other strategies, like air quality, Joint Strategic Needs Assessment;
- Develop interim targets;
- Consider battery operation for Council fleet;
- All decisions should factor in carbon reduction, not just a %;
- Consider developing a plan for remaining emissions, and detail how it will offset remaining emissions;
- It was recognised that working with the Government and GLA is essential. Engagement with other Councils, GLA and Government should be a target.

*Q3: How concerned, if at all, are you about climate change, sometimes referred to as 'global warming'?*

- 89% are very concerned;
- 3% are fairly concerned;
- 2% are not very concerned;
- 5% are not concerned at all;
- 1% doesn't know;
- 99 responses received (47% of the total respondents who commented on Commonplace).

*Q6: How much of a priority do you think the climate emergency should be for Haringey Council over the next 5-10 years?*

- 85% stated it should be a major priority;
- 8% quite a big priority;
- 5% not a priority at all;
- 1% moderate priority, 1% low priority, 1% don't know;
- 105 responses received (50% of total respondents who commented on Commonplace).

#### **4.3.2 Housing**

*Q1: How do you feel about our draft housing objectives?*

- Over 60% of respondents felt somewhat positive or positive about the housing objectives;
- 28% felt neutral about the proposals, and 9% felt either somewhat negative or negative about the objectives;
- 53 responses received (25% of total respondents who commented on Commonplace).

Most people supported the overall housing objectives, most people were aware of what their EPC is or at least know what it is. Most people are already undertaking action to reduce the impact of their energy bills, mostly through switching off unnecessary lights, switching to a 100% green electricity provider or switching to LED lighting. Most people would like to insulate their home, if they hadn't already. This included insulating their home and installing renewable energy technologies. The majority of people who would like to retrofit their home feel they need more knowledge, and another reason was the lack of funds to pay for the retrofit. Six people stated that they have already retrofitted their home (12%). Most people said that having access to reliable and local companies would give them the most

confidence to retrofit their homes; other significant factors included access to funding and low-rate loans and terms, information, and the knowledge they'd reduce their emissions. Lastly, most people felt that grants or tax incentives would make a lot of difference to the decision to retrofit.

#### **4.3.3 Workplaces**

*Q1: How do you feel about our draft workplace objectives?*

- Ten people felt somewhat positive or positive about the objectives (50%);
- 30% felt neutral, and 20% felt negative or somewhat negative;
- 20 responses received (9.5% of total respondents who commented on Commonplace).

The low response rate to this topic is the main take-away that needs to be addressed. From the responses provided, only 6-7 people responded to all questions and it seemed their backgrounds ranged from being employees, one person working at a school and one person who owned their business. It is assumed that most respondents felt that the questions were not as applicable as they do not work or own a business in Haringey. More engagement needs to take place with business owners and the large group of people who work in Haringey, whatever the nature of their employment.

#### **4.3.4 Transport feedback**

*Q1: How do you feel about our draft transport objectives?*

- The response was mixed; 40% was positive or somewhat positive, 32% was negative or somewhat negative, and 28% was neutral;
- 155 responses received (74% of total respondents).

Key takeaways on transport were the need to prioritise the building of high-quality walking and cycling infrastructure, and implement low-traffic neighbourhoods.

Some households with people with mobility issues worry over the continued access of the car to get around if travel by private vehicle is reduced on the roads. One person would consider an electric vehicle, if its range is the same. Another person felt that filtering of roads is impacting those on public transport or those who need the private car.

#### **4.3.5 Energy feedback**

*Q1: How do you feel about our draft energy objectives?*

- The response was mostly positive; 67% was positive or somewhat positive, only 9% was negative or somewhat negative, and 27% was neutral;
- 55 responses received (26% of total respondents who commented on Commonplace).

Responses from the energy and housing tiles indicate a notable interest in installing renewable energy technologies to reduce their emissions and save energy. Respondents were most interested in solar PV and air source heat pumps. A major factor in the decision is the installation cost. Another factor is having access to trusted local suppliers. Energy reduction may be made easier but more information on green technologies and appliances, understanding energy use through an audit, and energy saving tips.

#### **4.3.6 Community feedback**

*Q1: How do you feel about our draft community objectives?*

- The response was mostly positive; 61% was positive or somewhat positive, only 12% was negative or somewhat negative, and 28% was neutral;
- 51 responses received (24% of total respondents).

#### **4.3.7 Council emissions feedback**

*Q1: How do you feel about our draft Council objectives?*

- The response was mostly positive; 82% was positive or somewhat positive, only 10% was negative or somewhat negative, and 8% was neutral;
- 49 responses received (23% of total respondents who commented on Commonplace).

*Q2: How much of a priority do you think the climate emergency should be for Haringey Council over the next 5-10 years?*

- 77% felt climate change should be factored into every decision;
- 19% felt it should be a major priority;
- 2% felt it should be quite a big priority, and 2% a moderate priority;
- No one selected 'low priority' or 'not a priority at all';
- 47 responses received (22% of total respondents who commented on Commonplace).

### **4.4 The Climate Change Action Plan's key priority programmes**

#### **4.4.1 CCAP Vision**

*Q7: Which areas should the community (Council, businesses and residents) prioritise in reducing the borough carbon emissions? (multiple-choice)*

- The majority of people selected 'encouraging walking and cycling' (81%) and retrofitting existing homes (77%);
- Other responses included: reducing the Council's emissions (62%), building energy efficient new buildings (56%), installing large-scale renewable energy (56%), reducing public transport emissions (55%), reducing emissions in private vehicles (54%), retrofitting non-residential buildings (53%), creating a low-carbon heat network (51%);
- 20% provided 'other' responses. This included using natural solutions like restoring biodiversity, increasing green spaces and infrastructure (including trees/hedges), reducing motorised traffic, reducing all greenhouse gases not just carbon emissions;
- 98 responses received (47% of total respondents who commented on Commonplace).

#### **4.4.2 Transport feedback**

*Q4: Which transport actions should the Council and Transport for London prioritise to reduce carbon emissions in Haringey? (multiple-choice)*

- The most chosen actions included: low-traffic neighbourhoods (66%) and segregated cycle lanes (66%);
- Other actions people want to prioritise include: safe cycle parking (45%), re-allocate road-side parking (36%), better public transport access (35%), direct walking routes (34%);



- Less popular actions were: encouraging electric vehicle use (28%), higher parking permit charges (24%), vehicle sharing (21%), workplace parking permit tax (17%);
- 37 people specified 'other' options, including one who did not know and two who said none. The presented ideas have been dealt with in detail below;
- 152 responses received (72% of total respondents who commented on Commonplace).

#### **4.4.3 Council emissions feedback**

*Q3: Which areas should the Council prioritise in reducing carbon emissions?*

This was a multiple-choice question. All specified options were selected by more than 50% of the people, indicating that all areas are important.

- 75% people chose net zero-carbon buildings;
- Other responses included: renewable energy (69%), schools (64%), corporate buildings (63%), council-owned vehicles (54%) and staff travel emissions (50%);
- 17% specified 'other' responses. This included suggestions to incorporate the climate emergency into school curricula, that net zero schools can lead the transition that we need. Other areas mentioned were health providers, community libraries and community centres. Two people felt that Council staff driving culture needs to be addressed as it affects efforts negatively;
- 48 responses received (23% of total respondents who commented on Commonplace).

#### **4.4.4 Community feedback**

*Q2: A big part of getting the borough to Net Zero Carbon by 2041 is that everyone does their bit to reduce emissions. How should the Council engage with the community and businesses to get them on board with reducing emissions?*

This was an open-ended question. 37 people responded (18% of total respondents who commented on Commonplace). Comments are discussed in detail below.

*Q3: What types of climate action do you think would most benefit your community / neighbourhood? (multiple-choice)*

- The majority of people selected solar panels on local buildings (76%) and segregated local cycles routes (76%);
- Other options included: community information events (52%), reducing business emissions (52%), local building experts (42%), EV charging points (38%), and don't know (2%);
- 14% people specified 'other' responses, these have been dealt with below;
- 50 responses received (24% of total respondents who commented on Commonplace).

### **4.5 The Climate Change Action Plan's key projects and policies**

The feedback from the web pages has generally supported the projects and policies that the Council had developed, with a greater focus on Transport related projects.

- Action on active travel has been too slow; high-quality physical infrastructure will enable behaviour change;
- Bike hangar delivery should be higher and sooner;

- Reduce the number of trip hazards on pavements.

## 4.6 The Borough's Low Carbon Barriers that need to be overcome

### 4.6.1 CCAP Vision

*Q4: Are you already doing, or have you already done, any of the following? (multiple-choice)*

- The most respondents selected that they sourced food more locally / eating less meat (80%) and turning off lights when they leave rooms (79%);
- Other responses were: switched to LED lightbulbs (75%), take public transport instead of driving (72%), reduced waste (71%), air-dry laundry (79%), started walking/cycling more (69%), switched to 100% green energy supplier (67%), reduced flying (67%), turned down heating thermostat (63%), reduced car travel (61%), insulated their home (50%), draughtproofed windows/doors (48%), replaced an old boiler (47%), drive in electric/hybrid car (12%);
- No one said they are doing nothing;
- 12% specified 'other' responses. This included: using car clubs, donating money to sustainability, wildlife gardening, planting trees, using no pesticides and herbicides, giving up the car, rainwater harvesting, no flying, re-using, repairing and recycling, supporting the Vegetarian Society, not eating meat, not buying in supermarkets, no plastics, not buying new products, supporting wildlife;
- 103 responses received (49% of the total people who commented on Commonplace).

*Q5: What actions are you willing to take in addition to what you do now to help address climate change?*

This was an open-ended question which 79 people responded to (38% of total respondents).

Four people said they would not consider any actions. Two people said that they would consider anything, whatever is necessary. Other responses showed the variety of willingness to adapt daily lives to reduce emissions. This included things like giving up driving/flying altogether. Many people noted they would consume less, more ethically and more plant based. Several people noted that cost was a factor in doing these things in the future, like retrofitting or buying an electric car. Three people mentioned they'd be willing to pay more council tax to fund the action plan or would want to see taxes on polluting practices.

Some people noted the amount that many people may have already done within their power as an individual, including raising issues with MPs, supporting charities, going on marches, voting green and adapting their personal lives, but they are frustrated with the lack of wider change in the last 30 years.

### 4.6.2 Housing

*Q2: Do you know what the Energy Performance Certificate (EPC) rating for your home is?*

- 96% of respondents were aware of EPC ratings; of which 39% knew the exact rating, 20% have a sense of their EPC rating, and 37% know what EPCs are but don't know their EPC rating;
- 4% had not heard of EPCs;
- 51 responses received (24% of total respondents who commented on Commonplace).

*Q3: Are you already doing, or have you already done, any of the following? (multiple-choice)*

- Most people, 43 people, selected that they turn off lights when they leave rooms (81%), followed by having switched to 100% green electricity (74%);
- Other options people selected, in order of popularity, were: switched their lighting to LED lights (70%), air dry laundry (68%), lowered heating set point on the thermostat (60%), draughtproofed their windows and doors (51%), replaced an old gas boiler (43%) and insulated their home (36%);
- 7 people included 'other' answers. This included details on how they have insulated their home (air source heat pump, solar panels, battery, highly insulated building envelope and air tightness, secondary glazing, triple glazing, mechanical ventilation with heat recovery, solar thermal, solid wall insulation). One person said they could not replace their boiler as they have a communal heating system. Another person said they had partially done most of the options;
- 53 responses received (25% of total respondents who commented on Commonplace).

*Q4: If you haven't already, which of the following will you do, or would you like to do? (multiple-choice)*

- If they had a choice, 23 people would insulate their home (59%);
- Other choices included: draughtproofing (36%), replacing their boiler (33%), turning off lights (15%), replacing lights with LED lights (15%), lowering the set point on the thermostat (15%), air dry laundry (8%) and switch to 100% green electricity (8%);
- 9 people included 'other' answers. One person has done all options already. Five people stated an interest in installing heat pumps (ground and air source), one person showed an interest in replacing their boiler with hydrogen from renewables, and two people want to install solar energy on their roof. Other people would like to connect to a local renewable energy grid, install triple glazing, insulate their walls and floor;
- 39 responses received (19% of total respondents who commented on Commonplace).

*Q5: How do you feel about retrofitting your home?*

- The majority, 14 people, would like to retrofit, but don't have enough knowledge (29%);
- An option that was mistakenly excluded was that they would like to, but it is too expensive; 9 people specified this response under 'other' (18%);
- 12% have already retrofitted, and 6% said they are a tenant and therefore cannot control this;
- Zero people said they were not interested in retrofitting;
- 9 other people specified responses under 'other', including three four that had done some retrofitting and plan to do more or cannot afford more. One person said they were interested in retrofitting their tenant's home to benefit their tenant and reduce emissions. Another person stated it is difficult to find information on external wall insulation of Victorian properties and who will do a good job;
- 49 responses received (23% of total respondents who commented on Commonplace).

*Q6: What would empower you or give you confidence to retrofit your home? (top three)*

The percentages below are not cumulative.

- The most selected option was ‘reliable, local companies’, 30 people selected this (61%);
- Other popular options included: access to funding (39%), low-rate loans and terms (31%), information and training (31%), reducing their emissions (31%);
- Less selected options were: regulations for landlords (18%), lower energy bills (14%), understanding the benefits (14%), visual appearance (12%), understanding current energy use (12%), that neighbours are also retrofitting (12%);
- 7 people specified ‘other’ reasons (14%). Three people raised issues about the current legal restrictions to retrofitting as a leaseholder or tenant; a freeholder also needs to consent to works, and the current grant rules give too little scope to retrofit as leaseholders. The other person suggested changing the law to allow tenants to retrofit their own homes without the landlord’s consent. Three other people responded that funding would encourage them;
- 49 responses received (23% of total respondents who commented on Commonplace).

*Q7: If you wanted to make your home more energy efficient, how much difference would grants or tax incentives make to your decision to retrofit?*

- Over 63% of people said grants or tax incentives would make ‘a lot of difference’ to their decision to retrofit, a total of 33 people. 27% people also said it would make ‘a little difference’;
- Two people said it would not make much difference (4%), one person said it would not make any difference at all (2%) and 2 stated this was not applicable;
- 52 responses received (25% of total respondents who commented on Commonplace).

#### **4.6.3 Workplaces**

*Q2: If you work in Haringey, does your workplace have a travel plan in place to encourage sustainable ways to travel to/from work?*

- Most people said this question was not applicable, a total of 15 people (75%);
- One person said yes, and it is successful (5%), two people said they are starting the process (10%), one person said no but are considering it (5%), and one person said no, but they want more information (5%);
- 20 responses received (9.5% of total respondents who commented on Commonplace).

*Q3: If you work in Haringey, what measures is your workplace already taking to reduce emissions? (multiple-choice)*

- Three people said they had changed to a green energy supplier (50%), two said they had cut down energy use (33%);
- Other responses included: working online and remote (17%), that they set up an Eco School Scheme (17%), and that they are using bikes for transportation (17%);
- Only six people responded (3% of total respondents) who commented on Commonplace.

*Q4: If you haven't already, which of the following will you do, or would you like to do? (multiple-choice)*

- Most people wanted to ask suppliers about their climate change impacts (10%);

- Other actions included: cutting down energy use (8%), changing or reducing packaging (8%), using a low-carbon delivery service (8%), switch to a green energy supplier (5%)m selling locally produced products (2%);
- Four respondents also specified 'other' responses: supporting cycle lanes; reducing staff travel to work in private vehicles, upgrading the boiler and heating system; providing vegan school dinners at their primary school, stop using single-use plastics, and divest into a greener bank; and one person criticised the Council's staff car parking policy, that it is permanently full and that the Council should use the leadership position to change staff travel modes;
- 39 responses received (19% of total respondents who commented on Commonplace).

*Q5: If you work in Haringey, does your workplace place a strong emphasis on 'green' credentials and use that as a key marketing point?*

- Five people stated that, yes, being seen as 'green' is crucial to them (83%);
- One person stated that being green isn't key to their business (17%);
- Only six people responded (3% of total respondents who commented on Commonplace).

*Q6: If you work in Haringey, what would help your workplace to make more changes to reduce their climate impacts? (multiple-choice)*

- Most people selected a low-emissions delivery network (43%), and understanding the impacts of their business (43%);
- Other factors included: electric van scheme (29%), information on working with suppliers (2%), minimum green standards for landlords (14%), help with undertaking an energy audit (14%);
- One person felt this was not applicable; one person suggested cycle lanes, one person suggested boiler replacement and upgrade to the central heating;
- Only seven people responded (3% of total respondents who commented on Commonplace).

#### **4.6.4 Transport feedback**

*Q2: Do you use any of the following modes of transport during a typical month? (Briefly state how often under 'Other') (multiple-choice)*

- The majority of people walk (74%, 111 people), and/or use the underground or overground services (62%, 94 people);
- Other transport modes include: private/shared bicycles (57%), bus (57%), drive own car or passenger in private car (33%), taxis (10%), scooting (3%), car club (1%);
- 21 people specified 'other' options. People shared how often they use these modes, but some questioned the necessity of recording frequency although some noted they are now using private cars more than public transport. It is recognised that this data will be less useful due to travel restrictions in the pandemic. XX people raised the need to better consider the needs of people with reduced mobility, including those not eligible for a blue badge. Someone also raised the benefits of electric bikes;
- 151 responses received (72% of total respondents who commented on Commonplace).

*Q3: Are you already taking any of the following steps? (multiple-choice)*

- Most people have started walking more locally (55%);

- Other actions include: managing without private car (45%), cycling more often (43%), travelling less in general (36%), using the car less (22%), bought a bicycle (20%), and joined a car club (8%);
- 11 people specified 'other' options, including two people who said none. Some cycle a lot or have borrowed a bike during lockdown, others do not want to cycle in the borough due to the low quality of cycle infrastructure;
- 143 responses received (68% of total respondents who commented on Commonplace).

*Q5: What would make it easier for you to walk, cycle or travel around in other more environmentally friendly ways? (multiple-choice)*

- Most people selected segregated cycle routes (62%), closely followed by car-free neighbourhoods (57%);
- Other measures included: low-traffic cycle routes (47%), streets that prioritise pedestrians (43%), less polluted streets (42%), wider pavements (35%), better cycle parking (33%), more local bus services (23%), places to sit when walking (18%), more public toilets (18%);
- A small group selected: cycle training schemes (11%) and incentives to join a car club (7%);
- 19% specified 'other' options, including two people who stated none. Comments are discussed in detail below;
- 154 responses received (73% of total respondents who commented on Commonplace).

#### **4.6.5 Energy feedback**

*Q2: How familiar are you with renewable energy technologies?*

- Most people were a little familiar (56%);
- 37% were very familiar, 6% want to know more and 2% was not familiar;
- 52 responses received (25% of total respondents who commented on Commonplace).

*Q3: Which of these renewable energy technologies would you be supportive of installing at your home or business? (multiple-choice)*

- The majority of people was supportive of solar photovoltaic (PV) panels (76%), closely followed by air source heat pumps (71%);
- Other technologies were also supported by the majority of respondents, including ground source heat pumps (59%) and solar thermal (59%);
- One person said they would not support any (2%), one person said they could not consider any as leaseholders (2%), one person requested the Council to investigate what it could do in neighbourhoods to provide green energy to all homes for those who could not install technologies themselves (2%) and one person would be supportive of community-owned local energy grids (2%);
- 84% of people selected more than one technology option;
- 49 responses received (23% of total respondents who commented on Commonplace).

*Q4: What would help you consider installing renewable energy technologies at your home or business? (open question)*

- Three main areas would help installations: cost (23 people), competent and tailored advice for different housing typologies (13 people), feasibility (6 people);
- Specific comments included: needing buy-in from landlords, implementing penalties for people not making changes and ensuring the timeframes are much quicker, presumption of consent from freeholder(s) to install, advice on listed buildings specifically, being able to see an example installation, pursuing neighbourhood renewable schemes to include individual homes that cannot feasibly connect, competent people who can install and maintain the technologies, and Homes for Haringey taking the initiative to install for a whole block;
- 48 responses received (23% of total respondents who commented on Commonplace).

*Q5: What are the top three biggest factors that you would take into account if considering installing any renewable energy technologies?*

- The majority of people selected installation cost as the biggest factor (76%), followed by carbon reduction savings (58%);
- Other factors included: energy saving potential (33%), space for equipment (33%), recommendations from known person (24%), getting planning permission (20%), visual impact (18%), installation time (4%), N/A (2%);
- 5% specified 'other', including one who would not consider, and a person who suggested trained and good installers;
- 55 responses received (26% of total respondents who commented on Commonplace).

*Q6: Which of the following would make it easier for you to cut down on your energy consumption? (multiple-choice)*

- The most selected factors were trusted local suppliers (48%) and more affordable options (46%);
- Other factors included: information on green technologies (37%), help with a home/business audit (24%), information on the best green tariffs (22%), information on energy efficient appliances (20%), and benchmarking energy use (20%);
- 15% specified 'other', including five who said this was not applicable, including two who have already retrofitted their home. One person suggested Information on how to cut down energy consumption, energy efficient cooking techniques, energy efficiency behaviours around the house would be useful;
- 55 responses received (26% of total respondents who commented on Commonplace).

#### **4.6.6 Community feedback**

*Q4: To reduce carbon emission, we want to encourage shopping locally and not using cars. As a resident, what factors would encourage you to shop locally? (multiple-choice)*

- The factors chosen the most included more street trees and planted beds (61%) and better public environment (57%);
- Other factors included: more space to walk (55%), buy locally sourced products (51%), better cycle parking (45%), local green delivery service (35%), community spirit (27%), better social distancing (20%), better public transport access (18%), local park (18%), better car parking (2%);
- 16% specified 'other' responses. This included safe accessible pavements for wheelchair users that includes usable dropped kerbs, fewer cars on the roads, less

pollution and speeding, segregated cycle routes, safe walking routes to the high street, vertical planting on ugly buildings, re-allocation of space from cars to pavements in order to encourage people to come to local centres, turn car parking spaces into cycle parking. Other suggestions included local markets and public artists performing;

- 49 responses received (23% of total respondents who commented on Commonplace).

#### **4.7 Feedback not taken forward**

Several comments were made around carbon emissions related to lifestyle choices, such as flights, eating meat, and consumerism, which are often referred to as scope 3 emissions. While these issues are important and have been referenced in the HCCAP, they have not been included. This is because the Council does not have any way of knowing the scale of the carbon emissions caused by these choices in Haringey. Therefore, we cannot target messaging or measure improvements. Alongside this there may be cultural or historic reasons why people need to make these decisions. Any actions recommended around this have not been carried into the Action Plan. The Council though will include educational and awareness around these choices in the communications on the Action Plan.

This is based on Council judgement that these aspects have not been taken forward.

#### **4.8 Demographic breakdown**

Respondents could choose whether to respond to the demographic questions and the special category data. They were prompted with these questions after first filling in questions on a tile (or category), they were then asked to confirm their email address to confirm their responses. Respondents who chose to disclose special data were anonymised, so their data cannot be linked back to their responses in any way by the Council.

The percentages stated below relate to the total number of respondents, which includes anonymous respondents and those who left the questions blank.

##### **4.8.1 Age**

- The highest response rate was from the 60-74 age bracket (32%);
- There was a fairly equal distribution between the age brackets of 30-39 (18%), 40-49 (18%), 50-59 (19%);
- The lowest proportion of respondents in the age brackets of 0-16 (0%), 22-29 (6%) and 75+ (7%);
- Of the 210 total respondents who commented on Commonplace, 68% stated their age.

##### **4.8.2 Gender**

- 50% of people described their gender as female, and 44% as male;
- 4% preferred not to state their gender;
- 2% preferred to self-describe. Respondents were given the option to self-describe their gender, but no one did;
- One person stated they felt the question should ask about sex, not gender. LBH response: the question about gender was specifically asked over sex as it was felt this would be a more inclusive question. Gender can be identified by the person without being defined by their sex;



- Of the 210 total respondents who commented on Commonplace, 68% stated their gender.

#### **4.8.3 Ethnic background**

- 87% of respondents stated they are White, broken down by 71% White British, 2% White Irish and 15% White Other;
- Other respondents stated their ethnic background is: Mixed Other (5%), Asian/Asian British – Indian (4%), Black/Black British – Caribbean (2%), Black/Black British – African (1%), Mixed – White and Asian (1%), Any other ethnic group (1%);
- Of the 210 total respondents who commented on Commonplace, 52% stated their ethnic background.

#### **4.8.4 Faith and religion**

- 70% of respondents said they don't have a faith or religion;
- Christianity was the most selected faith or religion category (19%);
- Other responses included: Jewish (3%), Other (3%), Hindu (2%), Buddhist (2%), Muslim (1%), and None or Other (1%). Two people filled in the 'other' option: one person stated Atheist and one person stated Quaker;
- Of the 210 total respondents who commented on Commonplace, 51% stated their faith or religion.

#### **4.8.5 Disability**

- The majority of people stated they don't have a disability (90%);
- Two people said they have a disability (8%), and 2 people preferred not to state this (2%);
- Of the 210 total respondents who commented on Commonplace, 49% stated their disability/ability.

#### **4.8.6 Living situation**

- The majority of respondents own their home as a freeholder (49%);
- Other living situations were reported as owner-occupiers who are leaseholders (16%), housing association home (0.5%), privately-rented home (7%), Council home (1%), and 1 person ticked the 'other' box: housing co-operative (0.5%);
- Of the 210 total respondents who commented on Commonplace, 93% stated their living situation.

#### **4.8.7 Home postcode**

- Many respondents live in the N4 area (17%);
- Other respondents have the following postcodes: N2 (2%), N6 (9%), N8 (17%), N10 (12%), N11 (3%), N15 (15%), N17 (13%), and N22 (11%);
- One person lives outside the borough, in the E1 postcode;
- Of the 210 total respondents who commented on Commonplace, 66% stated their postcode.

#### **4.8.8 Connection to Haringey**

- People were able to select multiple options for their connection to the area, including residence, work, studying, business, part of community group. The percentages below cannot be added up as people could select multiple options;
- Most people live in the borough (73%);

- 15% of people work in Haringey, 6% have a business, 2% study and 21% of people are part of a community group;
- 17% of people have multiple connections to the area;
- Of the four people who stated they don't live in the borough (see responses to the postcodes), two work in Haringey and two people did not answer the question;
- Of the total 210 respondents who commented on Commonplace, 68% stated their connection to Haringey.

## 4.9 Climate Change Projects Map

33 people placed a pin on the map, of which 2 project ideas were duplicates.

The map asked respondents to move a slider to indicate whether the project is an idea or exists already. It is assumed that:

- Numerical values below 35 are categorised as an idea (total of 15 ideas):
  - Harringay Low Traffic Neighbourhood;
  - Clyde Area Low Traffic Neighbourhood;
  - One-way streets on the roads between Hornsey Road/Crouch End Hill, and Crouch Hill;
  - Renewable energy on the roof of St Mary's CE Primary School, N8;
  - Ground source heat pumps in Priory Park;
  - Community hub for information and advice on renewables, retrofitting, electric vehicles, climate change, food and waste etc on Hornsey High Street;
  - Wildlife-only areas in parks where humans and pets cannot access. Council to 'allocate' land and communities to maintain and monitor;
  - Kids' Green Radio Station;
  - The Gardens parklets in Gardens Roads, including the Page Green area specifically;
  - Make Highgate Library energy efficient;
  - Open golf courses to public use;
  - Lawrence's Improvement Plans: LED lighting, trees, EV charging points;
  - Wightman Road cycling project;
  - Tree planting on open space behind Rowland Hill School.
- Numerical values between 35 and 80 are considered in the stages of implementation (total of 7 projects):
  - Shepherds Hill cycling and traffic calming;
  - Community Allotment at St Phillip the Apostle Church;
  - Double the number of street trees across the borough;
  - Saving Scout Park, in Bounds Green;
  - Making Highgate Library accessible to disabled people;
  - Stroud Green LTN;
  - StART - St Ann's Redevelopment Trust - on site of St Ann's Hospital.
- Numerical values over 80 are categorised as projects being delivered or already delivered (total of 8 projects):
  - Chestnuts Primary more school solar panels and retrofit of building;
  - Guardians of the Garden: community space, LED lighting, EV charging points;
  - Crouch End Open Space new trees, hedgerows and woodland;
  - Woodside School community solar energy;
  - St John and St James' church vicarage passive house new build;

- Wolves Lane Centre;
- Green Open Homes by Muswell Hill Sustainability Group;
- Marks and Spencer community solar panels, en10ergy.

The named partners include: the Council, Homes for Haringey, Council parks, the community, residents associations, Friends of Highgate Library, Shepherds Hill Association (Clyde Area, Gardens), Haringey Music Services, The Kids' Concert Company, golf course owners, Friends of the Earth, Rowland Hill School, Spurs, St Phillip the Apostle Church, StART, the GLA, Guardians of the garden, Crouch End Open Space, Campaign for the Protection of Rural England, OVO, Wolves Lane Consortium, Muswell Hill Sustainability Group, Highgate Society Sustainable Living Group, Marks and Spencer, en10ergy.

To make ideas a reality, the following were named: feasibility studies, engagement with stakeholders, coordination, maintenance and monitoring, funding, CIL funding, energy efficiency plan, segregation of cycle lanes and reducing driving speeds, display boards of renewable energy generation, publicity from Council, and new volunteers.

#### **4.10 How has this influenced the plan?**

The Council will use the range of projects suggested to support to them directly should funding be available, and could support these schemes within future work plans. Where the plans are currently not formed, the Council will consider how they can be integrated across the Council services into existing work plans. For named projects the Council will work with those stakeholders, and across services to support them, identify funding and support bids to other agencies.

### **5. Carbon Priority Simulator**

#### **5.1 Introduction to the Priority Simulator platform**

The tool was developed together with Delib, who also hosted the digital platform. Delib's tool is designed for deliberative engagement, seeking to understand how people would prioritise and feed into the decision-making process. It engages people by providing the opportunity to make difficult decisions where trade-offs need to be made, allowing people to learn from the experience whilst also providing useful feedback.

The carbon projects and the level of proposed action in the simulator is based on ARUP's Zero by 2050 Carbon Route Map Report (June 2019) and Addendum Report (June 2019), and the Council's draft Haringey Climate Change Action Plan.

Categories included:

- Our Housing Stock;
- Energy;
- Transport;
- Community;
- The Green Economy;
- Council.

People were given the option to provide comments under every section (large blank field) and at the end of the simulator. They were also asked to fill in demographic questions before submitting their responses.

## 5.2 Period of engagement

The Priority Simulator was launched on 18<sup>th</sup> November 2020 and is set to stay open until 22<sup>nd</sup> March 2021. A total of 63 people responded to the carbon priority simulator between 18<sup>th</sup> November 2020 and 4<sup>th</sup> January 2021.

We expect more people to be responding to the simulator in the run up to the Full Council meeting. These responses will be captured when amending the reports up to the last day of reporting. It also functions as an educational tool for people to understand the need to prioritise certain actions within the near future with current resources available.

The simulator was advertised through the external Commonplace engagement platform through a dedicated sub-page and newsletter items, in addition to social media posts (Twitter, Instagram), newsletters and bulletins (Schools, Partner, Business).

## 5.3 Views on the Borough's Net Zero Carbon Ambition

When submitting a response to the priority simulator, respondents were asked to answer how concerned they are about climate change. This identified that:

- The vast majority of people are very concerned (79%);
- Fairly concerned (8%);
- 3% of people are not very concerned, and 2% not concerned at all;
- 92% of people responded.

## 5.4 The Climate Change Action Plan's key priority programmes

### 5.4.1 Points allocated relative to their category weighting

When looking at the allocation of points relative to its weighting, the top five priorities were:

- Investment in transport infrastructure for walking and cycling (85%);
- Retrofit council-owned homes (74%);
- Reduce carbon emissions in new-build developments (72%);
- Embed sustainability and carbon reduction in the Council's services procurement (67%);
- Install local renewable energy production in Haringey (59%).

This was also reflected in the feedback received through the Citizens' Panel and Commonplace platforms.

The five actions that received the least number of points, and less than half of their available points, were:

- Retrofit all commercial business premises and support businesses to improve the energy efficiency of their building(s) (32%);
- Support all businesses to prioritise carbon reduction in decision making (35%).
- Retrofit private-sector housing (44%);
- Install a borough-wide decentralised energy network (DEN) (46%);
- Support community groups in delivering awareness raising and behaviour change events and developing a webpage (46%).

This indicates that the three lowest priorities were allocated to categories that require changes at the business or individual home-owner level. Less priority was also given to the

Council developing a DEN and supporting community groups in encouraging behaviour change.

### **5.4.2 Housing**

Out of a maximum allocation of 75 points for all three sliders, on average:

- The highest allocation of points was given to 'retrofit council-owned homes to improve energy efficiency' (55.6 points, 74% of points);
- The second highest allocation was given to 'reducing emissions in new-build developments' (54 points, 72%);
- The lowest priority was given to 'retrofit private sector housing' (32.9 points, 44%).

Housing was the category with the highest number of points available to spend, and the first two sliders also appeared as second and third highest number of points allocated on average, with people allocating the third least points to the third slider.

### **5.4.3 Energy**

Out of a maximum allocation of 45 points for both sliders, on average:

- The highest allocation of points was given to 'install local renewable energy production in Haringey' (26.4 points, 59%);
- The second highest allocation was given to 'install a borough-wide decentralised energy network (DEN)' (20.7 points, 46%).

### **5.4.4 Transport**

Out of a maximum allocation of 60 points for all three sliders, on average:

- The highest allocation of points was given to 'investment in transport infrastructure for walking and cycling' (50.8 points, 85% of points);
- The second highest allocation was given to 'increase the move to low- and zero-emission vehicles' (32.7 points, 54%);
- The lowest priority was given to 'Engage with residents to increase walking, cycling and using public transport' (31.1 points, 52%).

#### **5.4.5 Community**

Out of a maximum allocation of 30 points for two sliders, on average:

- Both sliders received about half of the available points on average;
- The highest allocation of points was given to 'increase education and awareness of the impacts of climate change across the borough' (15.7 points, 52%);
- The second slider was 'investment will be made to support community groups in delivering awareness raising and behaviour change events and developing a webpage' (13.8 points, 46%).

#### **5.4.6 The Green Economy**

Out of a maximum allocation of 60 points for all three sliders, on average:

- The highest allocation of points was given to 'support the development of the carbon reduction job and career sector, delivering a green sector skills programme' (32.1 points, 53% of points);
- The second highest allocation was given to 'support all businesses to increase prioritisation of carbon emission reduction decision making' (21.3 points, 35%);
- The lowest priority was given to 'retrofit all commercial business premises and support businesses to improve the energy efficiency of their building(s)' (19.0 points, 32%).

#### **5.4.7 Council**

Out of a maximum allocation of 30 points for all three sliders, on average people allocated over half of their available points to Council carbon reduction projects:

- The highest allocation of points was given to 'embed sustainability and carbon reduction in the Council's procurement of services' (20.2 points, 67% of points);
- The second highest allocation was given to 'Reduce the carbon footprint of Council operational buildings' (17.5 points, 58%);
- The lowest priority was given to 'Reduce the Council's travel emissions (including schools)' (16.2 points, 54%).

### **5.5 Demographic breakdown**

#### **5.5.1 Age**

- Highest proportion of respondents in the 30-39 age bracket (27%);
- Lowest proportion of respondents in the 0-16 (4.8%) and 75+ (4.8%) age brackets;
- Full results were: 0-16 (5%), 22-29 (13%), 30-39 (27%), 40-49 (14%), 50-59 (19%), 60-74 (11%), 75+ (5%);
- 94% of people responded.

#### **5.5.2 Gender**

- Female respondents were over-represented at 48%;
- Male respondents were 40% of total;
- 2% preferred not to state their gender;
- Respondents were given the option to self-describe their gender, but no one did;
- One person stated they felt the question should ask about sex, not gender. LBH response: the question about gender was specifically asked over sex as it was felt

this would be a more inclusive question. Gender can be identified by the person without being defined by their sex;

- 89% of people responded.

#### **5.5.3 Ethnic background**

- The white ethnic background was over-represented at 87% (a total of 55 responses out of 63); this was split into 68% white (British) and 19% white (other) out of the total number;
- Two people (4%) stated their ethnic background is mixed (other), and 1 person (2%) stated they had another ethnic background;
- 71% of people responded.

#### **5.5.4 Faith and religion**

- The majority of people stated they don't have a faith or religion (57%);
- The faiths or religions people considered to have include: Buddhist (2%), Christian (13%), Jewish (3%), Muslim (2%), and Other (10%);
- 86% of people responded.

#### **5.5.5 Disability**

- The majority of people stated they don't have a disability (81%);
- Two people said they have a disability (3%), and 1 person preferred not to state this (2%);
- 86% of people responded.

#### **5.5.6 Living situation**

- The majority of respondents own their home as a freeholder (35%), and this is closely followed by owner-occupiers who are leaseholders (33%);
- Three people living in a housing association home (5%), 12 people live in a privately rented home (19%), and 1 person ticked the 'other' box (2%);
- 94% of people responded.

#### **5.5.7 Home postcode**

- Many people live in the N8 area (16%);
- Other respondents who live in the borough, have the following postcodes: N4 (5%), N6 (3%), N10 (8%), N15 (8%), N17 (10%), and N22 (6%);
- Of the respondents who live in Haringey, 54% live in the west and 46% in the east of the borough;
- Four respondents live outside the borough: in the EN7, SW11, SW16 and W3 areas (total of 6%);
- 62% of people responded.

#### **5.5.8 Connection to Haringey**

- People were able to select multiple options for their connection to the area, including residence, work, studying, business, part of community group. The percentages below cannot be added up as people could select multiple options;
- The majority of people live in the borough (81%);
- 16% of people work in Haringey, 3% have a business, 2% study and 22% of people are part of a community group;

- 17% of people have multiple connections to the area;
- Of the four people who stated they don't live in the borough (see responses to the postcodes), two work in Haringey and two people did not answer the question;
- 89% of people responded.

## 5.6 Further comments

A total of 40 comments were left by respondents. They had the choice to submit interim comments under one of the slider headers, or at the end before submitting their final priority scores. The following number of comments were left:

- 7 housing comments
  - All new builds should conform to high efficiency standards;
  - Should consider replacement of existing stock with better, more housing;
  - Stricter housing regulations;
  - Focus on oldest buildings first;
- 3 energy comments
  - Need to get infrastructure ready for centralised heating and green energy technologies;
  - Consider working with other boroughs for shared facilities;
- 8 transport comments
  - Address misinformation about electric cars being 'zero emission', acknowledge their life-cycle and particulate emissions. Any EV infrastructure should be targeted to shared vehicles;
  - Reduce car ownership with CPZs, car clubs and EV charging points, and safe cycling zones and routes;
  - Low-cost modal filters;
  - Deal with congestion and pollution in borough;
  - Enforce highway code;
- 3 community comments
  - Education and engagement should be top priority, including focus groups, face-to-face engagement, promotional banners;
- 3 green economy comments
  - Suggestion for an accreditation system for businesses;
  - Focusing on an emission-free, plastic-free, re-use and repairing, local economy;
- 6 Council comments
  - Address staff car parking, e.g. charging more, reducing spaces and showing leadership;
  - More savings to be made to buildings, recycling furniture and dealing with its heating systems;
- 10 final comments at the end
  - Support for cycling and walking infrastructure;
  - Bias towards educating and guiding, but need to use budget for 'real work' which requires top-down action;
  - Address through-traffic as an authority which impact local streets;
  - Useful tool to engage.



## 6. Community group feedback

Five individuals (including a local teacher) and nine community groups also took the opportunity to email (further) feedback to the draft HCCAP to the Carbon Management email inbox. This included:

- Hornsey Pensioners Group;
- Highgate Conservation Area Committee;
- Haringey Green New Deal;
- Muswell Hill Sustainability Group;
- HLCA – Haringey Labour Climate Action;
- Friends of the Earth – Tottenham & Wood Green;
- Extinction Rebellion Haringey;
- Haringey Green Party;
- Haringey Climate Forum (HCF).

### 6.1 Views on the Borough's Net Zero Carbon Ambition

Community groups all support the vision and noted their appreciation in being honest about setting realistic target dates. The Council is asked to show leadership, inspire and enable local people to play their part. Community groups recognise opportunities to push the plan forward within pandemic but also note the urgency with which mass engagement needs to take place.

The Council is encouraged to promote a positive vision: getting things back rather than giving things up, giving back locally and creating healthier places.

All decisions need to move the Council closer to the overall objective of achieving net zero carbon by 2041. Most community groups emphasised the urgency of acting, and support the steps the Council and borough need to take urgently.

### 6.2 The Climate Change Action Plan's key priority programmes

The community could also play a larger role in helping to deliver the plan, and the Council should start now with building community support. The community can help deliver specific projects and help publicise of funding, regulations, tips, local retrofit companies, and raise awareness through targeted engagement and area-based campaigning with representatives, a volunteer network, and ward councillors. This should be inclusive of minority ethnic, faith and religious organisations and groups to spread the message and take part in local climate action networks. It also included suggestions for a Citizens Assembly or similar.

Several other points were raised:

- Some groups proposed to prioritise private-sector retrofitting due to the difficulty in addressing this area, which should be done by lobbying for funding and advice, and supporting training initiatives. This should initially target interested homeowners.
- Wide support for tackling the traffic and pollution problems of Haringey's roads. Urgency to address the growth in private motorised vehicles from COVID-19 by delivering physical highways infrastructure to support walking and cycling. Plans should also address the surge in deliveries from online shopping. The asks include decreasing road space for motorised vehicles, re-allocation of space to pavements, cycling, cycle parking and more greenery.

- Consider prioritising decarbonisation in non-core Council buildings as they would constitute a higher proportion of emissions than the 0.8%.
- To put economic, social and racial equality central to the vision and action plan.
- Several groups emphasised the need for the Council to address both the ecological and biodiversity emergencies in tandem.
- Lobbying for legislation changes and funding programmes should be a priority.

### **6.3 The Climate Change Action Plan's key projects and policies**

Support for key projects included:

- Inviting high-profile business people to lead workshops with local businesses and employers to talk about a low-carbon transition.
- Incorporating 15-minute city concepts within planning.
- Support for Low Traffic Neighbourhoods in various areas, including Bounds Green, Haringey Green Ladder, Crouch End, St Ann's and Bruce Grove.
- Banking practices, including pension investments, should be investing in low carbon projects only.
- Dangerous driving and accessibility of roads need to be improved; including widening pavements, dedicated cycle lanes, extending CPZs, reducing non-residential parking, 24-hour bus lanes.
- Greening of the borough should take place: pocket parks, new green spaces, etc.
- Prioritise a pilot retrofit scheme for a Council estate.
- To consider more seriously the impact of embodied energy in contracts, policies, operations and buildings.
- Set up local advice points, one-stop-shops for retrofit advice for residents and businesses.
- Support local training initiatives, e.g., supported by the Selby Centre, for local skills building, residents and businesses. This can include case study visits.
- Supporting ideas competitions in schools and more widely.
- Deliver a large-scale renewable energy project, such as the Walthamstow reservoirs.
- Look to set up a monitoring framework that includes community consultation and liaison.
- Include items on delivering smart electricity, including local export and batteries.
- Change the focus of waste management to reusing, repairing, repurposing before recycling or disposing. This was raised for the Council's waste management and for businesses to adopt more circular economy practices.
- Supporting cargo bike trial schemes and the delivery of a cargo bike hub.
- Include more on school's procurement and food.
- Scale up the delivery of cycle parking hangars and other types of secure cycle parking.

### **6.4 The Borough's Low Carbon Barriers that need to be overcome**

Community groups highlighted the need for further lobbying on items. This included expanding the Salix loan scheme for public sector retrofitting. Better subsidies or funding for renewable energy should enable residents and businesses to install technologies; including the need to remove solar plants from business rates and tackling the current lack of

subsidies for domestic properties or small-scale installations. As a result of this feedback the lobbying letters to national and regional government will be redrafted and resent.

The most mentioned barriers for retrofitting were the high costs, having access to trusted and local suppliers and having the knowledge to undertake retrofitting.

In terms of travel behaviour, most people felt it was the physical highway infrastructure that prevented people from walking and cycling more or at all. People cited dangerous driving behaviour, high levels of air pollution, lack of segregated cycle lanes, narrow pavements, pavements not accessible for disabled people and high levels of road-side car parking.

In response to what would encourage people to shop more locally without cars, people's most selected factors were having more street trees and planted beds and having a better public environment.

## 6.5 Communications

Suggestions were made to engage with young people, older people, especially around the practicalities of retrofitting, hard-to-reach communities. Using digital tools, YouTube videos was considered to be far more helpful than website content or leaflets. Other suggestions included issuing translations, utilising the Covid-19 support groups, social media engagement, and monthly spreads in the Haringey People magazine to provide advice. Groups also proposed to set up a system of street/neighbourhood representatives to enable local engagement on topics, with ward-by-ward and street-by-street interactions.

## 7. Youth Advisory Board

The Youth Advisory Board were commissioned to gain an understanding of the views of young people in Haringey (aged 13-21) on the Draft HCCAP and the New Local Plan.

A tailored set of questions was prepared together with the Youth Advisory Board, Carbon Management and Planning Policy. This included questions around what they know about climate change/global warming, how they feel about the climate emergency, what they already do to reduce their impact, and whether they knew what green jobs were and wanted to know more.

Engagement was set to take place during the month of January 2021, with a target to get feedback from at least 300 young people, from a diverse range of backgrounds where possible. At the end of January, 331 responses were received, and these are reported on below.

30 respondents left the climate change questions blank and only responded to the planning questions. These 30 responses have therefore not been included in this analysis.

### 7.1 Young people's responses

*Q1: How much do you know about climate change / global warming?*

- 51% a lot;
- 43% a little;
- 5% not very much;
- 1% nothing at all.

*Q2: How do you personally feel about the climate emergency?*

- 69% I care a lot;
- 28% I care a little bit;
- 2% I don't care at all;
- 1 person: It's a movement that hasn't be made accessible to those not middle class.

*Q3: Which of these things do you already do that will help reduce our impact on the environment? (multiple choice)*

- 306 respondents selected three or more actions they are already undertaking to reduce their impact (92%);
- One person said they don't do anything, and all other 330 respondents stated they already undertake at least one action.
- The actions they are already doing are: walking (90% of respondents), switch off lights (77%), travel by public transport (65%), eat local food (58%), use less packaging (48%), cycling (43%), talk to friends/family about climate change (43%), air dry laundry (40%), buying second-hand clothes (39%), eat less or no meat/fish (38%), grow food at home, school or elsewhere (19%).

*Q4: Do you know what a 'Green Job' is?*

- 33% want to know more (including 7% 'no, want to know more'; 6% 'unsure, want to know more'; 2% 'yes, want to know more');
- 29% said yes;
- 20% are unsure;
- 18% said no;
- All 203 total respondents who responded to the climate change questions responded to this question.

## **7.2 Demographic breakdown**

### **7.2.1 Age**

- The highest response rate was from the 13-16 age bracket (49%);
- Other age brackets included: 17-19 years old (35%), 12 years and younger (11%), 20-21 years old (2%) and 22 years and older (3%);
- Of the 331 total respondents who responded to the climate change questions on the youth survey, 99.7% stated their age.

### **7.2.2 Postcode**

- The highest response rates were from the N8, N10, and N17 postcodes;
- Other postcode areas included: N22, N15, N4, N6, N19, N2, N11, N13, N16, N18;
- 9% of respondents don't live in the borough, their postcode areas were: EN, E17, N1, N29, N3, N9, E5, RM and CT;
- Of the 203 total respondents who responded to the climate change questions on the youth survey, 97% stated their postcode.

## **7.3 How did this influence the plan?**

The YAB survey further strengthened the need to prioritise the climate emergency within the Council's decision making at all levels, as 69% of surveyed young people care a lot about climate change.

It also showed that there is buy-in from young people in Haringey to reduce their impact on the environment. An action was amended under Com2 to add that low-carbon project

competitions would be held in addition to setting up the Community Energy Fund to further stimulate engagement. A new action under Com3 will develop a low-carbon volunteer network, which would also seek to include young people.

The survey also highlighted that a third of respondents were interested to hear more about green sector jobs, in addition to 29% saying they already knew what these are. The action plan was strengthened by adding an action under Objective E2 to support local apprenticeships to carry out solar PV installations. Further wording was added under an action for Objective Com3 to advertise council-owned deep retrofit projects as training opportunities specifically for local young people (paid work experience, or apprenticeships). Further supporting text was also included within the action plan to explain what green sector jobs typically are.

This page is intentionally left blank

## **EQUALITY IMPACT ASSESSMENT**

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

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

This is known as the **Public Sector Equality Duty**.

In addition, the Council complies with the Marriage (Same Sex Couples) Act 2013.

### **Section 1: Responsibility for the Equality Impact Assessment**

Name of proposal:	Haringey Climate Change Action Plan
Service area:	Carbon Management
Officer completing assessment:	Joe Baker / Suzanne Kimman
Equalities/ HR Advisor:	Jim Pomeroy
Cabinet meeting date:	March 2021
Director/Assistant Director:	David Joyce / Rob Krzyszowski

### **Section 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, and the decision-making route being taken.*

The proposed decision is to adopt a Climate Change Action Plan for Haringey. The Plan sets out a set of detailed and deliverable actions to deliver a net zero-carbon borough by 2041.

The key stakeholders are Haringey residents and businesses as this plan sets out actions to be delivered by the Council as well as the borough. Those who are more vulnerable to the effects of climate change will be most impacted if this Action Plan is not fully implemented, such as people in uninsulated homes (overheating) or people with ground floor habitable rooms (flooding). Those who are likely to be impacted by measures in the Action Plan due to their personal circumstances may include households who have a particular housing status, do not have sufficient funds to support the carbon reductions required in private households or businesses or who travel by more polluting transport modes out of necessity.

The final Action Plan is being presented to Cabinet in March 2021, following a period of engagement on the draft Action Plan that took place between October 2020 and January 2021.

### Section 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.*

#### Sex

**Service users:** There is no national or regional data available relating directly to fuel poverty. Haringey borough profile data has been utilised.

#### Gender Reassignment

**Service users:** There is no national or regional data available relating directly to fuel poverty. Haringey borough profile data has been utilised.

#### Age

**Service users:** BEIS Fuel poverty statistics Haringey Borough Profile.

#### Disability

**Service users:** Haringey Borough profile and Institute for Fiscal Studies (2018), 'Living standards, poverty and inequality in the UK: 2018'.

**Staff:** Haringey Corporate Employment Profile, [September 2019](#).

#### Race & Ethnicity

**Service users:** Haringey Borough Profile BEIS Ethnicity facts and figures Fuel Poverty data

#### Sexual Orientation

**Service users:** There is no national or regional data available relating directly to fuel poverty. Haringey borough profile data has been utilised.

#### Religion or Belief (or No Belief)

**Service users:** There is no national or regional data available relating directly to fuel poverty. Haringey borough profile data has been utilised.

#### Pregnancy & Maternity

**Service users:** There is no national or regional data available relating directly to fuel poverty. Haringey borough profile data has been utilised.

#### Marriage and Civil Partnership

There is no national or regional data available relating directly to fuel poverty. Haringey borough profile data has been utilised.



**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.*

### **Climate Change**

This strategy aims to reduce carbon emissions in the borough, but it is dependent on carbon emissions being reduced worldwide to deaccelerate the rate of the changing climate. This Action Plan seeks to mitigate rising temperatures in the summer and the increase of extreme weather events (including droughts, wind speeds, precipitation, and flooding). It will protect residents and businesses from increasing energy costs. Efforts need to be made to realise the local benefits of reducing emissions such as improving the quality of housing, improving air quality in poorer areas and reduce isolation currently experienced in car-dominated housing estates (such as Northumberland Park Estate).

Climate impacts and extreme weather events can affect anyone, but some people are more likely to be affected than others. Factors such as age and health can directly increase vulnerability to a changing climate. Social and economic inequalities can predispose groups to living in circumstances where they are more vulnerable to the effects of climate change (e.g. living in areas with high air pollution or flood risk).

### **Environmental Inequalities**

A changing climate can affect communities in different ways.

#### **Age**

Haringey has a relatively large child population with 20% of the population being under 16 years old. Over two thirds of the Haringey population are of working age (70.1%). However, the action plan acknowledges that older people are adversely affected by living in cold homes and looks to source funding to reduce demands on the health services. The 'depth' of fuel poverty increases with age, with those households where the oldest person is aged 60+ having the largest fuel poverty gap (BEIS 2016 / Annual Fuel Poverty Statistics 2015, DECC).

- Young and old people are less resilient to extreme weather, such as extreme hot, cold and windy weather
- Young and old people are more vulnerable to fuel poverty, which will also translate into the availability in choice for green energy providers
- Young and old people are more vulnerable to air pollution, as noted in the EqIA for Haringey's Air Quality Action Plan
- Young people will benefit from energy improvements to schools
- Older people may be perceived to have less access to cycle infrastructure improvements but will benefit from wider active travel improvements when overall vehicle journeys reduce, which mean those undertaking essential journeys can access their destinations more easily and there will be an overall reduction in air pollution
- Older people may be more excluded from using public transport due to limited step-free access and costs, and may be forced to use taxis

- Older people may need more practical to repair and retrofit their homes, particularly if indoor works are required
- As ill health is more prevalent in older age the older population are more likely to benefit from carbon reduction strategies (lower air pollution, thermal comfort, lower energy bills, better public realm).

This section was updated as a result of receiving comments from the Hornsey Pensioner Action Group.

### **Gender reassignment**

There is very little robust data on Haringey or the UK's trans population. However, it is estimated that there are between 200,000 and 500,000 people who identify as trans in the UK. According to the LGBT Survey 2018, younger trans people are more likely to identify as non-binary, with 57% of all trans respondents aged under 35 identifying as non-binary. The age at which transitioning is started tends to be younger, with 81% of people starting to transition at 34 or younger, compared to 19% transitioning at 35 and over. Of those who identify as trans in the UK the largest group are of White ethnicity, representing 90% of this group. Trans people report lower levels of pay and a lower likelihood of having been in paid work and these individuals will benefit from measures proposed within the strategy.

- There is no reason to believe that there are specific impacts for this protected group and we will try to ensure that discrimination, harassment, and victimisation is tackled based on this and any other protected group when the Council interacts with this group through engagement activities and home visits.

Respondents to the Draft Climate Change Action Plan engagement were asked to state their gender, not their sex. This gave respondents the freedom to define their gender. Respondents were not asked whether they identified as trans. Of those who stated their gender on the engagement website, 50% people identified as female, 44% as male, 2% preferred to self-describe and 2% preferred not to state this.

### **Sex**

With a greater number of women in the age 50+ group, and as the elderly are more likely to be affected issues such as fuel poverty, women are disproportionately affected by fuel poverty. The impact of air quality also appears to be larger on males in adulthood, with Haringey's under 75 mortality rate from respiratory disease higher among males than females (35.5 per 100,000 residents, compared to 18.2 for females) (Public Health Outcomes Framework, 2015-17).

- Older women may be more vulnerable to negative health impacts from air pollution, extreme weather events, access to health services during storms.

### **Disability**

Research has found that people living with a long-term condition aged 24-54 are 50 per cent more likely to be living in poverty than their able-bodied peers (Living standards, poverty and inequality in the UK, Institute for Fiscal Studies 2018). Over 19,500 people aged 16 to 64 in Haringey have a physical disability; this equates to approximately 10% of the population aged 16-64. 4,500 people have a serious physical disability; 15,700 adults have a moderate or severe hearing impairment; and almost 5,000 people have sight loss which impacts on daily life.

- People with long-term health conditions may be less resilient to extreme weather

- People with disabilities on fixed incomes may be more vulnerable to fuel poverty
- People with long-term health conditions are more vulnerable to the negative health effects of air pollution, as noted in the EqIA of Haringey's Air Quality Action Plan
- People with disabilities may continue to require private vehicle-based transport methods for travel requirements and may be less able to access public transport

Respondents to the Draft Climate Change Action Plan engagement were provided the option to state whether they had a disability. On the engagement website, 2% stated they have a disability and 2% did not want to disclose this. On the Carbon Priority Simulator 3% stated they do and 2% did not want to disclose this.

### **Race/Ethnicity**

In 2017, 10.9% of all households in England (2.53 million households) were in fuel poverty. In every year from 2003 to 2017, households in the White ethnic group were less likely to be in fuel poverty than those from the other ethnic groups (made up of all other ethnic groups combined). The Action Plan will therefore have a positive impact on non-white groups as these groups will benefit most from retrofit interventions and measures.

Across the country BAME households are disproportionately affected by an increase in statutory homelessness across the country. Among white households, homelessness increased by 9% between 2012 and 2017, while it increased by 48% among BAME households during the same time period.

The COVID-19 pandemic has impacted the BAME community more than White households, in terms of income, job losses and health impacts. This has made pre-existing issues such as fuel poverty and homelessness more pertinent for this group, and they may be more vulnerable from climate change than before. [Figures?]

BAME communities also tend to live in Haringey neighbourhoods that are more vulnerable to the causes and effects of climate change, such as air pollution, flooding, and extreme weather. Wards in which a larger BAME community lives include Bruce Grove (56%), Northumberland Park (61%), Tottenham Green (53%), Tottenham Hale (57%) and White Hart Lane (52%). These wards also see the highest amount of air pollution, with the largest air quality focus areas set around Tottenham High Road, Seven Sisters Road, Wood Green High Road; these areas have annual mean NO<sub>2</sub> concentrations above 80 µg/m<sup>3</sup>. Households living in these areas also have less access to green open spaces, which impacts their health and wellbeing and the ability to adapt to heatwaves.

BAME residents were underrepresented in the draft Action Plan engagement responses. Of those who stated their ethnic background on the engagement website, only 29% were not from a White ethnic background. This underrepresentation was also reflected in the Carbon Reduction Priority Simulator, whereby only 5% stated their ethnic background was mixed or 'other'.

### **Sexual orientation**

3.6% of residents in Haringey identify as Gay, Lesbian, Bisexual or another non-Heterosexual sexuality. Within this group just over half identify as Gay or Lesbian, just over one in four identify as Bisexual, and around one in seven identify as 'Other'.

- The LGBTQ+ community is overrepresented in the young homeless population, 24% nationally, often due to prior experiences of familial rejection and abuse (Albert Kennedy Trust 2017). This group will be more vulnerable to the effects of climate change through extreme weather events or flooding.
- There is no reason to believe that there are specific impacts for the wider protected group and we will try to ensure that discrimination, harassment, and victimisation is tackled based on this and any other protected group when the Council interacts with this group through engagement activities and home visits.

Respondents to the Draft Climate Change Action Plan engagement were not asked to disclose their sexual orientation.

### **Religion/Faith**

Christian residents make up the predominant group in all tenure types and are broadly as likely to social rent as they are to private rent or be owner occupiers. Those of no religion and Jewish residents are more likely to be homeowners. Muslim residents are overrepresented in the social rented market (which includes both council housing and housing association stock) and underrepresented as homeowners. Alongside this regional and national data suggests that Muslim residents are more likely to have no qualifications and less likely to earn LLW; with Buddhist and Muslim residents most likely to be unemployed.

Minority faith communities tend to live in Haringey neighbourhoods that are more vulnerable to the causes and effects of climate change, such as air pollution, flooding, and extreme weather. In Haringey, residents with no faith are more likely to live in the west of the borough (such as Stroud Green, Crouch End, Muswell Hill and Alexandra wards), and those with a religious belief are more likely to live in the east (with lowest group with no faith of 13% in White Hart Lane and Northumberland Park). 98% or more of all homes in the west of the borough have good access to nature, compared to an average of 69% of homes in the east (Haringey Ward Profiles 2017; Access to public open space and nature by ward, Greenspace Information for Greater London). This suggests that residents who have a religious belief are less likely to have access to green spaces and nature; these areas will see less impacts of flooding, air pollution and heat waves.

Residents with a faith or religion were underrepresented in the engagement feedback. Of those who responded to this question on the engagement website, 19% selected Christianity, 3% Jewish, 3% Other, 2% Hindu, 2% Buddhist, 1% Muslim.

### **Pregnancy/maternity**

Northumberland Park has the highest birth rate, at 83 births per 1,000 women aged 15 to 44. The lowest birth rate was in Muswell Hill. There is no known data on pregnancy and maternity relating to Housing and Place or fuel poverty.

- Pregnant women may be more vulnerable to negative health impacts associated with climate change. The negative health impacts of air pollution for pregnant women are noted in the EqIA for Haringey's Air Quality Action Plan.

Respondents to the Draft Climate Change Action Plan engagement were not asked to disclose a pregnancy or whether they have children.

### **Marriage/civil partnership**

According to the 2011 census, 1,191 residents were in a same-sex civil partnership and 33.3% of residents aged over 16 are married (ONS Census 2011). The data we hold across the key Borough Plan areas of Housing, People, Place, Economy and Your Council do not indicate any inequalities in the area of Marriage & Civil Partnership.

- We will continue to fulfil our commitments against this protected characteristic, and if any inequalities in this area emerge, we will take the necessary steps to address them.

Respondents to the Draft Climate Change Action Plan engagement were not asked to disclose their relationship status.

### **Covid-19 Impacts**

Covid-19 has had multiple effects among socio-economic groups in Haringey. This means Covid-19 has unequally affected socio-economic groups in Haringey, and as a result, also impacted on other protected groups more. Higher diagnosis rates in deprived areas may be due to worse overall population health before Covid-19, high proportions of workers in occupations that are more likely to be exposed, and/or more overcrowded housing. More deprived areas, mostly located in the east of the borough, have seen more severe impacts from Covid-19 in the following ways:

- Higher diagnosis and death rates in more deprived areas.
- In deprived areas women have been 133% more likely, and men 114% more likely, to die from Covid-19 (Health Foundation, 21st May).
- Men in low paid jobs were almost four times more likely to die from coronavirus than professionals, with 21.4 deaths per 100,000 people, compared with 5.6 among white collar male workers (ONS, 14th May)
- Higher rates of people having to shield in more deprived areas.
- People on lower incomes more likely to live in overcrowded housing and poor quality housing, making social distancing, self-isolation and general liveability more challenging.
- Higher rates of mental health deterioration, loneliness and need for emergency food provision due to the pressures of the pandemic and economic impact.
- A number of intersections of protected groups has also been noted:
  - BAME young people's mental health
  - BAME women hospitalisations from Covid-19, anxiety and support
  - BAME disabled people's health
  - Young women's financial situation and mental health
  - Socio-economically disadvantaged women higher exposure to Covid-19 and mental health
  - Disabled women's access to shops, perceived access to medicines, impacts from social isolation, stressed from work
  - Disabled older people high death rate and vulnerable to Covid-19 and other medical treatments
  - Disabled children's need for EHCP plans
  - LGBT+ disabled people's mental health, substance/alcohol use, safety concerns, access to health care and medicines

- BAME LGBT+ people's mental health, substance/alcohol use, safety concerns, access to health care and medicines
- LGBT+ people from religious or faith groups experienced difficulties to cope with the pandemic being able to come out to family members or their community
- Older LGBT+ people's access to health care and discrimination during care
- Young LGBT+ people's isolation, lack of support, experiences of homophobia, biphobia, transphobia and poor mental health.

This means more people in deprived areas will be more vulnerable to the impacts of Covid-19 and therefore more vulnerable to the impacts of climate change and fuel poverty. Disabled people are also more impacted by the borough's highways infrastructure and accessibility to local shops.

### **Climate Change Action Plan**

The objective of the Climate Change Action Plan is to reduce carbon emissions in Haringey and thereby mitigate the extent of climate change and its impact on Haringey. A large number of actions relate to the following policy areas and can therefore be expected to affect specific groups of Haringey residents:

#### **Haringey Council Buildings**

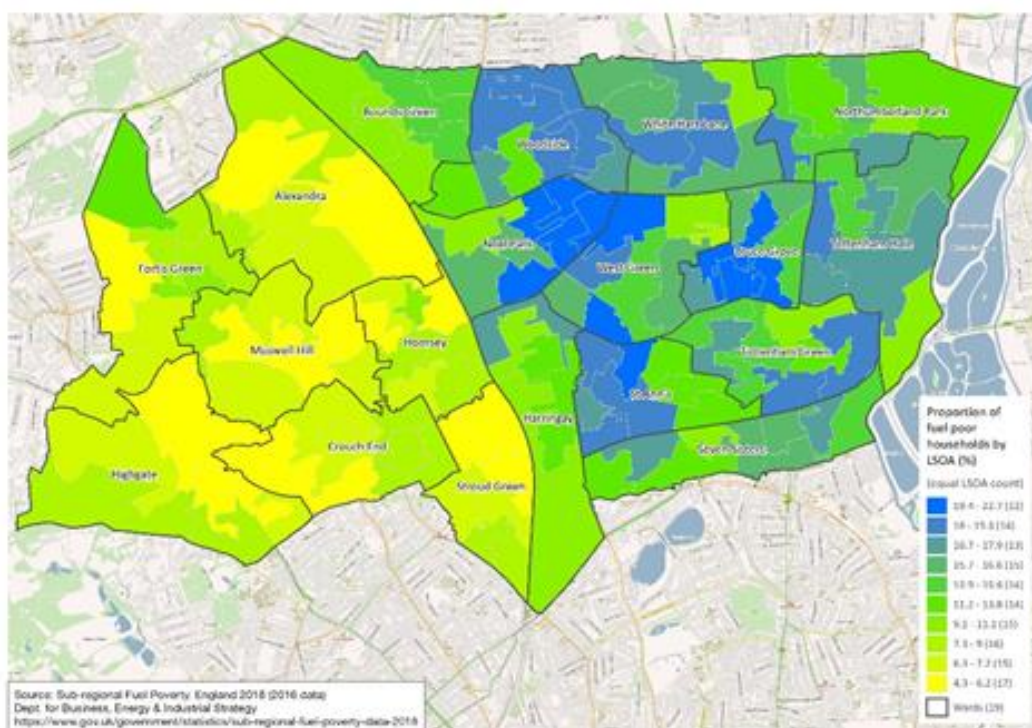
- Haringey Council staff are likely to be affected by actions that relate to Council buildings. In particular, members of staff with disabilities are likely to be affected by actions relating to staff parking. The most recent employment profile shows that 6.9% of Haringey Council staff declared having a disability. However, it is not known how many of these members of staff drive or rely on staff parking.
- Children and young people, among whom BAME communities are overrepresented, are likely to be affected by actions relating to school buildings.

#### **Housing**

- In 2017 there were 15,189 households living in fuel poverty in Haringey i.e. 14.5% of the households in the borough. This is the 4<sup>th</sup> highest percentage in London and substantially above the London average (11.8%) (BEIS Fuel poverty sub-regional statistics 2017).
- Properties at most risk of fuel poverty are those (BEIS Fuel poverty sub-regional statistics 2017):
  - with an energy performance certificate (EPC) rating of E, F or G.
  - built pre-1944
  - in the private rented sector
  - fitted with an electricity pre-payment meter.
- Properties at most risk of overheating are:
  - Converted flats or newly built blocks of flats
  - Flats facing east/west/south and with a single aspect
  - Homes with no access to outside, shaded amenity space.
- In both situations the households most at risk include those with:
  - low incomes
  - on furlough or unemployed
  - elderly occupants
  - children under the age of 16

- too many occupants
  - disabilities and/or suffering from a long-term illness, and,
  - those confined to home during long periods of the day, which has increased during the coronavirus restrictions which require certain jobs to be undertaken from home, where possible.
- Fuel poverty is measured by the Low-Income High-Cost indicator. This ensures that residents qualify for support based on the energy efficiency of their home and their income. Use of property Energy Performance Certificate data will ensure that targeting covers anyone affected by fuel poverty, regardless of tenure, to improve the energy efficiency of their home, reduce the price they pay for energy and to refer them to support services specific to their needs.
  - Social housing tenants in Haringey are likely to be affected by a number of the actions in the Climate Change Action Plan. In summary, women, older people, BAME communities, lone parent households, minority faith communities, and individuals with disabilities and/or long-term health conditions are overrepresented among social housing tenants relative to the population of the borough.
  - Private-rented sector tenants are likely to be affected by a number of the actions. In summary, younger people, those with disabilities, lone parents, and BAME communities are overrepresented among PRS tenants.
  - The unemployment rate has increased as a result of the pandemic, to 13.4% in Tottenham and 8.9% in Hornsey and Wood Green (December 2020). Tottenham also has the second highest portion of eligible employments furloughed by constituency in the UK, of 20%. In Hornsey and Wood Green, 16% of people were on furlough in December 2020.

At LSOA level, the proportion of households in fuel poverty is highest in the east of the borough particularly Noel Park and Bruce Grove wards. There are no LSOAs in





the west of the borough within the top quartile (greater than 16.8%). This is shown in figure 1.

*Figure 1. above shows the wards and the numbers of households in fuel poverty. It shows that homes in the west are less likely to be fuel poverty. The wards of Noel Park and Bruce Grove are particularly affected by high numbers of homes in Fuel Poverty.*

- The Action Plan promotes people-centred solutions to carbon reduction which could reduce inequality and promote fairness in the borough. It sets out to ensure that assistance schemes are communicated to all areas of the community with specific reference to groups who share the protected characteristics. This may include sections of the population that are not engaged fully in an active participatory citizenship process, do not have access to online information and events (which have been used more frequently during the coronavirus restrictions), and fail to access services, either through choice, or the design of the engagement process.

### Transport

We know that certain transport inequalities exist in Haringey. In summary, measures to promote active travel and improve air quality have potential to reduce inequalities that affect protected groups including children and young people and BAME communities. However, some groups may not be able to benefit from engaging in active travel, including people with mobility-related disabilities, some older people, young children and their carers, and pregnant women. These groups may be negatively impacted by reduction in private car use. All groups will benefit from improvements in public transport. The Action Plan will not promote a complete ban on the car due to the inequalities that exist.

#### **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.*

The draft CCAP came out of the Haringey Zero by 2050 Commission, which published a report of its findings in October 2017. A group of built environment experts undertook a series of workshops, study tours and review sessions to inform the vision of a sustainable future they set for Haringey. After ARUP was appointed to undertake the technical-based work to reach to zero carbon by 2050, the Commission and key members of sustainable community groups commented on the proposed route map and actions. The consultation before publishing the draft CCAP did not consult with any protected groups in a targeted way, but those groups that were consulted include individuals who share the protected characteristics.

Following the publication of the draft CCAP in March 2020 at Cabinet, members of the public had the opportunity to comment on the plans. Targeted engagement was planned for the Summer, including a series of events, but this had to be moved to October through online engagement only due to the pandemic. Engagement took place through the following routes between October 2020 and start of January 2021 (with full results in Appendix 2 - Engagement Report):



- Citizen's Panel survey, which sought to include a representative group of respondents. It is acknowledged that the recruitment for the Panel had not yet been finalised, so the results are only considered indicative.
- Engagement website (Commonplace) sought to present website with information about the proposals and questions to obtain feedback using language in an accessible way.
- Carbon Priority Simulator Tool encouraged respondents to think and provide feedback about carbon reduction projects in a different way.
- Youth Advisory Board survey, sought to get better representation from young people, recognising that other engagement had attracted an older group of residents. This advertised a revised set of questions, designed with the YAB, and advertised through social media.
- Community groups were contacted directly via email.
- Advertisement happened via the Council's social media channels, such as Twitter and Instagram, and the Council's website on the front page and on the Going Green pages, and via a press release.
- Community groups helped advertise on their social media channels, such as Selby Trust and Haringey Climate Forum.
- A two-page spread was included in the December edition of Haringey People, distributed to all Haringey households.
- Posters were distributed to park cafes around the borough (who consented to displaying it), the limited libraries that were open during the engagement period, and Homes for Haringey properties.
- Specific advertisements were placed in the Schools bulletin, Partners Newsletter, and Business Newsletter.

Future consultation will need to target protected groups of residents more specifically, as well as businesses, to draw out issues and solutions that are more pertinent to protected groups. This will need to target protected groups on a geographic basis and through networks.

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

*Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?*

Feedback from the community has been to build on existing successes from carbon reduction projects, as recorded in Annual Carbon Reports. Over half of energy community grants were awarded to communities of which a majority people have a 'relevant protected characteristic'. This targeted effort is to be grown and the action plan aims to widen its community engagement. Events will be held targeting protected groups.

Further feedback from the engagement between October 2020 and January 2021 demonstrated that further consideration needs to be had for the needs and impacts

on disabled groups. This is important for the accessibility of pavements in shopping areas and other roads, and ability to travel by car as part of larger-scale projects such as Low-traffic Neighbourhoods and other walking and cycling projects.

Changes were made to the HCCAP under:

- Objective T2: Added to action on the presumption in favour of reallocating highway spaces, to include the re-prioritisation of crossings in favour of pedestrians.
- Objective T1: Clarify an action (scale up bike training and education); to target groups that are less represented amongst cyclists.
- Objective T1: Clarify an action; engage with disability groups and residents to understand the needs to make public spaces more accessible.
- Objective T2: Clarify an action; consult with road safety groups and other relevant organisations to ensure highway designs are safe.

Other feedback included the need to support young people in accessing the green job sector and learning the necessary skills.

- Objective E2: Added an action; Support local apprenticeships to carry out solar PV installation works.
- Objective Com3: Changed an action (delivery of a green hub); added clarity that it would accommodate retrofit installers, provide training on a large scale for young people, re-training for people entering into the green sector and training on heritage buildings.
- Objective Com3: Changed an action (advertise training and career opportunities); to advertise council-owned deep retrofit projects as training opportunities for local young people as paid work experience or apprenticeships.
- Objective Comm3: Added an action; Develop a low-carbon volunteer network to promote retrofitting in public and private sector, with volunteers receiving training.

Further, targeted engagement will be planned with businesses, community groups and residents. Specific engagement is planned with residents in the Tottenham Hale, Tottenham Green, Seven Sisters and Bruce Grove as part of forthcoming regeneration projects. This will target some of the more deprived areas of Haringey.

## **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.*

### **5.1. Sex: Positive**

There will be a higher take-up of active travel among women, who are currently underrepresented among cyclists and will feel more confident to cycle as a result of infrastructure improvements. Where families feel safer to cycle to school with their children, women are also more likely to benefit from active travel improvements.

Insulating homes better will improve thermal comfort for women who are more likely to be sensitive to higher and lower temperatures, and particularly experience more discomfort than men in cooler conditions ('Thermal comfort and gender: a literature review, S. Karjalainen 2011).

Better access to a skills programme will enable more women to skill up in the carbon reduction sector.

## **5.2. Gender Reassignment: Unknown**

Our findings do not lead us to believe that there will be specific impacts for this protected group, but we will ensure that this group is not subjected to discrimination, harassment, and/or victimisation due to their protected characteristic with the necessary training for frontline staff. If any inequity in treatment is identified, we will take steps to rectify this. All communications will ensure that this community is not excluded, and that the Council will work with installers so that the installers understand this group's needs and sensitivities.

## **5.3. Age: Positive**

Our analysis indicates that young and older people are more vulnerable than working age people to the negative health impacts of climate change. The Action Plan will result in positive health outcomes for older and younger people from lower air pollution, insulated homes, and more active travel. Young people will benefit from better access to green sector jobs.

## **5.4. Disability: Positive**

There will be positive health outcomes for individuals with disabilities from reduced overall car journeys and lower air pollution. Better public highways infrastructure will deliver wider and more accessible pavements and higher quality public realm, providing better access to local amenities and shops for some individuals with disabilities. This is dependent on ensuring that highways projects are inclusive of households with disabled people.

There is likely to be a positive impact for individuals with disabilities in terms of thermal comfort and reduced bills from retrofitted social housing.

There may be negative impacts from reduced parking availability overall, although blue badge parking will remain and will be prioritised for retention. The reduction in parking overall is a proportionate means to achieve a legitimate aim, namely reductions in air pollution and carbon emissions, with positive benefits for this group and greater benefits for other protected groups. It also ensures that necessary car journeys can be prioritised and will take less long.

Households with one or more members with a physical or mental disability are likely to be more impacted by retrofit works to be undertaken in homes. Strategies are being put in place to prioritise works to be undertaken on the outside of homes rather than inside, and where necessary, solutions will be sought to reduce the impact of retrofit works on those whose disabilities cause them to need to continue living in the home.

The Action Plan sets out an ambition to improve the energy efficiency of all households. It also aims to ensure all residents have access to cheaper energy

tariffs. This will improve the comfort of disabled residents, many of whom spend long periods of the day at home, whilst reducing energy bills.

#### **5.5. Race and Ethnicity: Positive**

BAME communities are overrepresented in social housing and the PRS. The Action Plan will result in improved social housing for these communities and reduce fuel poverty.

The eligibility criteria for any fuel poverty initiatives undertaken as a result of this strategy will not be based on race. However non-white ethnic residents are more likely to be in fuel poverty. Improving the energy efficiency, reducing damp and mould and improving the comfort of a home will have a positive impact on any home affected by fuel poverty.

#### **5.6. Sexual Orientation: Neutral**

Our findings do not lead us to believe that there will be specific impacts for this protected group, but we will ensure that this group is not subjected to discrimination, harassment, and/or victimisation due to their protected characteristic with the necessary training for frontline staff. If any inequity in treatment is identified, we will take steps to rectify this. All delivery mechanisms and communications led by the Council and partner organisations will be designed to ensure that the needs of the LGBT community are reflected so that delivery agents, such as installers, reflect the needs and sensitivities of this community.

#### **5.7. Religion or belief or no belief: Neutral**

Our findings do not lead us to believe that there will be specific impacts for this protected group, but we will ensure that this group is not subjected to discrimination, harassment, and/or victimisation due to their protected characteristic with the necessary training for frontline staff. If any inequity in treatment is identified, we will take steps to rectify this.

Improving the energy efficiency, reducing damp and mould and improving the comfort of a home will have a positive impact on any home affected by fuel poverty. This will be particularly important to those who are unemployed or on low incomes, and the evidence indicates that Muslim and Buddhist households are more likely to be unemployed.

#### **5.8. Pregnancy and maternity: Positive**

Pregnant women are overrepresented in social housing. The Action Plan will result in improved housing for these communities.

Some actions are fundamentally about the access to capital and single-person households may therefore have less access to funding and this will be exacerbated if the single parent has children too. Women constitute over 85% of single parents in Haringey.

Pregnant women (and their unborn child) will also benefit from better active travel infrastructure, especially locally, and benefit from reduced levels of air pollution.

### **5.9. Marriage and Civil Partnership: Neutral**

People who are in a civil partnership will be treated the same as people who are married.

### **5.10 Groups that cross two or more equality strands**

The Climate Change Action Plan will impact some wider socio-economic groups more than others which, in turn, may impact a few protected groups slightly more.

Levels of car ownership can be largely characterised by socio-economic background and ward. The poorest households on average live in eastern wards, tend to have good public transport accessibility levels (PTAL) despite examples of poor accessibility, have the lowest level of car ownership (most do not own a car at all), but are also exposed to the highest level of traffic and air pollution. The highest levels of car ownership are in western wards with lower PTAL.

- Raising parking charges and removing parking spaces will therefore not impact on the poorest households financially or in access terms (where they need their cars for night shifts etc). These households will benefit from improved indoor and outdoor air quality, better public transport connections and better active travel infrastructure.
- Lower to medium income households who do own cars are likely to be impacted by a rise in parking charges and are likely not to have the capital to invest in electric cars to qualify for lower charges and no ULEZ charges. These households may include those within BAME, single parent, religious and disabled protected groups. However, the reduction in parking overall is a proportionate means to achieve a legitimate aim, namely reduced air pollution and carbon emissions, with positive benefits for these groups and greater benefits for other protected groups.
- Higher income households, mostly located in the western wards, are likely to be able to afford the additional expense of parking charges on a regular basis and increases may not necessarily impact on their travel patterns. Reduced public parking spaces at local centres, amenities and public buildings may however impact on travel patterns more, which will have positive impacts on households in the borough who live close to these destinations and the road network. Behaviour change programmes and improvements to physical active and public transport infrastructure will enable further travel mode changes to be made.

The inequal impact of Covid-19 on deprived areas in Haringey has also impacted on other protected groups more. Although this means more people in deprived areas will be more vulnerable to the impacts of climate change and fuel poverty than before the pandemic, they will also benefit from delivering healthier, warmer homes through new build and retrofitting. Increasing accessibility of local areas for disabled people

This Action Plan covers actions that are the responsibility of the Council (for council-owned properties and within the remit of council staff), the community and the Government to enable people to take action.

- Under the Housing and Energy chapters, there is an emphasis on households not living in social housing to undertake deep retrofit works to their homes, including the installation of renewable energy. Costs associated with these works will vary per building, but are expected to be significant additional expenditure. Without financial support from the Government or GLA, and/or appropriate financial structures where energy efficiency works can be linked to the building not the occupiers/owners and the pay back spread out, most households will not be able to undertake these works independently. The Affordable Energy Strategy will target this specifically by providing guidance on available grants and technical assistance for the fuel poor, able-to-pay market.
- Under the Workplace chapter, businesses and industrial premises are expected to upgrade their properties to EPC B by 2035. Due to the large proportion of small to medium-sized enterprises in the borough, this cost will be more difficult to be balanced against other essential business overheads without public funding mechanisms.
- In all such cases, the occupiers will benefit from energy efficiency works to be undertaken saving the Council revenue funding which will allow more spending on other services to benefit protected groups.

With better public realm, there is more likely to be more social interaction which would lower the level of social isolation that predominantly older people feel (and those needing to stay at home for long periods of time), which in turn, could positively impact this group in terms of mental health.

#### **Outline the overall impact of the policy for the Public Sector Equality Duty.**

Could the proposal result in any direct/indirect discrimination for any group that shares the protected characteristics?

Will the proposal help to advance equality of opportunity between groups who share a protected characteristic and those who do not?

This includes:

- a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
- b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
- c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low

Will the proposal help to foster good relations between groups who share a protected characteristic and those who do not?

1. No, there will be no discrimination as a result. Projects will be delivered with this in mind. Most of the protected groups are experiencing the negative effects of climate change disproportionately due to insufficient progress reducing emissions and will benefit more from the implementation of the Climate Change Action Plan.
2. Improving energy efficiency across the housing stock will increase property values for owner-occupiers and lower energy bills for tenants and owner-occupiers so there will be more economic power and improved health in those groups. It will increase access to community infrastructure through better active travel and public transport



so those who are isolated from lack of access to car will be better connected to jobs and social infrastructure.

3. Yes, through the community ownership of energy companies and behaviour change programme interaction will increase between groups who share a relevant protected characteristic and those who do not.

#### 6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

**No major change to the proposal:** No.

**Adjust the proposal:** Yes.

The EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly set out below the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below.

**Stop and remove the proposal:** No.

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

**Impact and which protected characteristics are impacted:** *Active travel infrastructure is often designed with able-bodied pedestrians in mind.*

**Action:** *Objectives C2, T2 and T3 have been changed to consider the needs to physical disabilities in improving and increasing active and accessible travel infrastructure.*

**Lead Officer:** *Joe Baker, Head of Carbon Management*

**Timescale:** *Changed before the Action Plan is publicly published.*

**Impact and which protected characteristics are impacted:** *Protected groups may not be fully aware of community or government grants that are available.*

**Action:** *We will provide community grants ensuring that protected groups are targeted as a key part of this process, and we will communicate the availability of government and GLA grants with protected groups as well.*

**Lead Officer:** *Joe Baker, Head of Carbon Management*

**Timescale:** *On-going*

**Impact and which protected characteristics are impacted:** *By discouraging car ownership across the board, there would be an impact for those in need of cars, i.e. blue badge owners.*

Action: *We have amended Objectives C2 and T3 to ensure that people with disabilities are not impacted negatively by parking changes or Low Traffic Neighbourhoods.*

Lead Officer: *Joe Baker, Head of Carbon Management*

Timescale: *Changed before the Action Plan is publicly published.*

**Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.**

N/A

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

This will be undertaken as part of monitoring progress against the overall strategy and objectives of the Action Plan. Detailed monitoring will be undertaken in for equalities assessments for individual projects that are implemented as a result from the Action Plan.

## **7. Authorisation**

Approved by:

Date:



## Appendix 4 – Financial Implications of Amendments to the Climate Change Action Plan

Finance implications for each amended/added action are listed below.

### Council emissions

- Objective C1 (zero-carbon corporate building projects): Capital projects may need to be respecified to include this requirement and possibly result in higher capital expenditure with potentially lower running costs.
- Objective C1 (refurbishment of council buildings): The implementation of this initiative will need to be included within the business case for the Council's accommodation strategy which will include the financial implications.
- New Objective C1 (solar installations): Already within work programme. Any capital implications will need to be factored into the capital programme as they are developed.
- Objective C2 (cleaner and zero-emission fleet for staff): Already within work programme, no additional financial implications at this time as replacement vehicles will only be possible by law from 2030.
- Objective C2 (staff parking provision): There will be minor costs associated with the creation of alternatives to car parking such as cycle rack installation and will be included within project budgets.
- New Objective C3 (decision making): Already agreed in principle, no financial implications.
- Objective C3 (Council's investments): Already being undertaken, no additional financial implications.
- Objective C3 (carbon reduction in procurements): Already being undertaken, no immediate financial implications are anticipated.
- Objective C3; two actions (vegetarian foods through meal procurement and council events): No financial implications. Savings may be found in procuring meals.
- Objective C4 (delivering training and events on carbon reduction): No financial implications.
- Objective C4 (increasing staff recycling): Reducing residual and recycling waste should save the Council money in waste services. Changing procurement policies from buying new products to repairing or buying second-hand products may have a neutral or reduced cost.

### Housing emissions

- Objective H3 (analysis of the CROHM tool): Already agreed in principle, no financial implications.
- Objective H4 (identify external funding streams): Some additional workload may arise that would need to be resourced. Not clear at this stage if it can be contained within existing resources, and if not, they will need to be factored in the MTFS.
- New Objective H4 (finance models): No financial implications in creating a financial model.
- Objective H4 (advertise funding and loan opportunities): No financial implications as the costs of advertising will be contained within existing resources.
- Objective H4 & E4 (local pop-up advice centres): There would be some requirement to pay rent/service charge for such a service but this could be funded through a bid with the Town Centres team and is assumed to be cost neutral at this time.
- Objective H5 (Develop an enforcement framework of national regulations): Already being undertaken, no additional financial implications.

- Objective H5 (penalties and incentives): No financial implications. Once designed, a system of incentives and penalties may require resourcing. If so, this will factored into the MTFS.
- New Objective H5 (new property licence applications): Already being undertaken, no additional financial implications.
- Objective H6 (conservation areas); Already being undertaken, no additional financial implications.

#### Workplace emissions

- Objective W1 (educate businesses and retailers): No financial implications.
- Objective W1 (identify funding sources): Overall no financial implications as already part of agreed business outreach.
- Objective W3 (support public bodies): Already being undertaken.
- New Objective W6 (cargo bike delivery service trial): This will be covered by funding bids (sustainable transport, town centres).
- New Objective W6 (circular economy approach): No financial implications as this would form part of agreed outreach to businesses.

#### Transport emissions

- Overall Objective T1: Already being undertaken, no additional financial implications.
- Objective T1 (survey residents to identify barriers): Already being undertaken, no additional financial implications.
- Objective T1 (scale up bike training and education): Already being undertaken, no additional financial implications.
- New Objective T1 (engage with disability groups): Already being undertaken, no additional financial implications.
- Objective T1 (lobby TfL to introduce more Zero Emission Bus routes): Already being undertaken, no additional financial implications for the Council.
- Objective T2 (presumption in favour of reallocating highway spaces): The Council has a significant investment programme in the public realm that will be able to address this requirement.
- Objective T2: Changed an action (installing safe cycle storage): This may incur some additional upfront costs but also opportunities to charge rental fees for safe cycle storage units. Limited overall financial impacts. Would be funded through capital funding bids to external bodies.
- Objective T2 (implement Zero Emission Zones): The Council has a significant investment programme in the public realm that will be able to address this requirement.
- New Objective T2 (non-road mobile machinery emissions): Already being undertaken, no additional financial implications.
- New Objective T2 (consult with road safety groups): Already being undertaken, no additional financial implications.
- New Objective T4 (barriers to EV charging point infrastructure): Already being undertaken, no additional financial implications.

#### Energy emissions

- New Objective E2 (work with community energy groups): To be contained within the agreed programme of community and business outreach.
- Objective E2 (feasibility assessment solar PV): Undertaken by GLA. No financial implications.
- New Objective E2 (support local apprenticeships): Already policy for contracts over £1m.

- Objective E4 (training sessions for renewable energy): Already being undertaken, no additional financial implications.
- Objective E4 (planning guidance for residents): No financial implications.

#### Community emissions

- Objective Com1 (Green Homes Programme): No financial implications.
- New Objective Com1 (programme of community meeting events): Already being undertaken, no additional financial implications.
- New Objective Com1 (review of HCCAP): No financial implications.
- Objective Com2 (Community Energy Fund): Already being undertaken, no additional financial implications.
- Objective Com3 (delivery of a green hub): Already being undertaken, no additional financial implications.
- Objective Com3 (advertise training and career opportunities): Already policy for contracts over £1m. (contract likely to be over that value).
- New Objective Com3 (low-carbon volunteer network): To be funded from within the agreed programme of community outreach.
- New Overall Objective Com4: No financial implications.
- New Objective Com4 (increase green spaces): Already being undertaken, no additional financial implications.
- New Objective Com4 (increase biodiversity and habitat types): Already being undertaken, no additional financial implications.
- New Objective Com4 (increase standard' or 'heavy standard' tree planting, woodland areas / arboretum): Already being undertaken, no additional financial implications.
- New Objective Com4 (estimating carbon sequestration trees): No financial implications.
- New Objective Com4 (increase food growing): Already being undertaken through planning gain, no additional financial implications.
- New Objective Com4 (reduce Haringey's Park emissions): Already being undertaken, no additional financial implications beyond replacing existing vehicles.
- New Objective Com4 (increase biodiversity in Homes for Haringey spaces): Already being undertaken, no additional financial implications.
- New Objective Com4 (install signage): Already being undertaken, no additional financial implications.
- Any objectives that require the Council to lobby national or regional government; no financial implications.

This page is intentionally left blank

**Report for:** Cabinet Meeting 9 March 2021

**Title:** Highways and Public Realm Investment Plan

**Report authorised by** Stephen McDonnell, Director of Environment and Neighbourhoods

**Lead Officer:** Ann Cunningham, Head of Highways and Parking  
0208 489 1355  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

Peter Boddy, Highways and Traffic Manager  
0208 489 1765  
[Peter.Boddy@haringey.gov.uk](mailto:Peter.Boddy@haringey.gov.uk)

**Ward(s) affected:** All

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

## **1 Describe the issue under consideration**

- 1.1 Haringey is a place of great opportunity with enormous potential for growth – a growing economy, more and better housing and flourishing communities. The Council has set clear ambitions through its Borough Plan to make Haringey a better place to live, encouraging investment, wealth creation and creating opportunities that all can share in.
- 1.2 Transport plays a key role in delivering those ambitions. The Highways Investment Plan (HIP) sets out the capital investment programme for 2021/2022.
- 1.3 This programme has been developed to meet Borough Plan objectives as well as the Council's transport priorities, as set out in the Local Implementation Plan (LIP3) and in the Transport Strategy. The key objectives within the Transport Strategy are as follows:
  - A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions;
  - A well-maintained road network that is less congested and safer;
  - Active travel the easier choice, with more people choosing to travel by walking or cycling;
  - Improved air quality and a reduction in carbon emissions from transport.
- 1.4 The report sets out the various funding streams for 2021/22 within Appendix 1 setting out the allocation within themes.

## **2 Cabinet Member Introduction**

- 2.1 Transport plays a pivotal role in our daily lives, even during a global pandemic. Staying local, daily walks and meeting outdoors have become a fact of life that have increased the importance of welcoming and accessible streets and public realm.
- 2.2 It is therefore imperative that we keep up the investment in our streets and continue to press forward with our aim to ensure that Haringey has a high quality and safe highway with a reliable public transport system that is accessible to all.
- 2.3 This year, in line with our Borough Plan 2019-2023, we are investing £4.573m into a range of highway improvement schemes, making our streets work better with an improved public realm and providing a place function and improving the overall quality of our road network, encouraging walking and cycling and the use of public transport.
- 2.4 Tackling air pollution affects all aspects of the Council's work and our transport activities go hand in hand with our commitments to combatting climate change, developing and extending walking, cycling and the wider use of public transport.
- 2.5 Engagement with residents, businesses and other interested parties will continue when developing transport schemes and programmes, allowing them to contribute to design solutions to tackle traffic congestion, improve road safety and enable more people to walk and cycle. 2.6 Streets that are better for walking and cycling are better for us all.

### **3 Recommendations**

- 3.1 It is recommended that Cabinet:
- a) Approves the Highways Investment Plan for 2021/22 financial year as set out in section 7 of this report; and
- b) Gives delegated authority to the Head of Highways and Parking, consequential on the Highways Investment Plan:
- To make decisions relating to scheme design and implementation;
  - To carry out consultation;
  - To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
  - To make traffic management orders, where there are no valid objections.

### **4 Reasons for Decision**

- 4.1 This HIP sets out the Council's highways and traffic projects for the coming financial year and how they align with the Council's strategic objectives.
- 4.2 The report provides detail of the funding arrangements and seeks authority to proceed with the development and delivery of these projects subject to appropriate consultation.

## **5 Alternative options considered**

- 5.1 No other options were considered. The Council has a statutory obligation to maintain the public highway network.
- 5.2 Allocated funding is not sufficient to cover all maintenance requirements and the proposals prioritises the essential works that needs to be delivered. The 2021/22 investment plan has been informed by the Council's Transport Strategy and LIP3 which involved consultation with key stakeholders. The maintenance works programme has been prioritised through highway condition surveys by officers, visual inspections, and concerns raised by Members and by the wider community.

## **6 Background Information**

- 6.1 The total confirmed new funding for projects within the HIP for 2021/22 is £4.373 million. The breakdown of this funding is set out in section 7 of this report.
- 6.2 In addition, in-year investment is anticipated from TfL for LIP including walking and bus priority measures. It is also expected that there will be additional investment associated with regeneration projects.
- 6.3 The programme of works is set out in themes below, summarising both the level of investment and what improvements will be delivered.
- 6.4 The details on the locations of the schemes are set out in the relevant tables within Appendix 1.
- 6.5 The programme is set out by theme as follows:
  - Planned carriageway and footway maintenance
  - Highways structures, e.g. bridges
  - Walking schemes
  - Regeneration (highways) schemes
  - Bus related measures
  - Developer-funded schemes
  - Local Implementation Plan (LIP) funding from Transport for London

## **7 Details and Funding (as set out in tables within Appendix 1)**

### **Planned carriageway and footway maintenance – £4,373,000 investment (Tables 1 to 5)**

- 7.1 A well-maintained road network contributes to road safety, improving road conditions whilst reducing road traffic collisions for motorcyclists, pedestrians, cyclists and other road users. It also encourages active travel and reduces transport-related air pollution. Increasing investment into footway and carriageway maintenance is proposed during 2021/22 – 25/26 totalling £29.034m, including the insourcing of some delivery. Insourcing options are

currently being considered and a further report is expected to come to Cabinet during 2021/22.

- 7.2 In 2021/22, £4,373,000 is being invested in our roads and footways. This amount includes for resurfacing of principal roads, which the Council has historically received funding from TfL. At the time of writing this report, TfL was awaiting confirmation from DfT as to the level of funding it will receive. The maximum allocation for the borough could be £691,000. Any funding received from TfL up to the budgeted £500,000 will be deducted from the Council's capital investment into our roads.
- 7.3 This funding will enable carriageway resurfacing in 30 roads and relaying 22 footways throughout the borough. Included within this investment is £873,000 which is allocated to support reactive maintenance issues and also small-scale highways maintenance projects. These maintenance works include the repair of potholes and footway trip hazards.
- 7.4 The proposals across the borough were prioritised using a number of factors including the Asset Management Strategy, TfL's Streetscape Guidance document and a highway safety inspection manual. Roads were individually scored based on an engineer's visual survey, network hierarchy and classification of the road, public and Members' requests, whether on a bus route and/or cycle route and institutions (e.g. school) on the road. The individual scores were summated to give an overall score for each road and those roads that scored the highest were considered the highest priority.
- 7.5 At the time of preparing the current HAMP, it was identified that 16% of Haringey's unclassified roads require structural maintenance and the footway condition showed that 59% of the footway network requires structural maintenance. An updated survey is required and will be carried out later this year which will update these figures.
- 7.6 The list of schemes in Appendix 1 Tables 1 to 5 are for those roads which are considered, from the scoring, as being the highest priority for essential major maintenance works.
- 7.7 A number of the footway and carriageway maintenance proposals also include those which were to be implemented in 2020/21. Due to a number of reasons, including the Covid-19 pandemic, these works were not carried out.
- 7.8 All requests proposed by the public and Members were assessed and those that scored the highest are included on the proposals in the 2021/22 programme. From this assessment, by officers, the carriageways and footways that are in the worst condition were selected for improvement works. These improvement works will be to the worst sections of carriageways and footways so, in some instances, repairs to parts of the existing carriageways and footways identified will need to be undertaken in future years.



- 7.9 The 5-year long term investment of £29m will make a significant impact to the highway condition and could result in up to 60km of footway reconstruction and 50km of carriageway resurfacing works.

**Highway structures e.g. bridges (Table 6)**

- 7.10 The Bank Retaining Wall, in Highgate, has existing funding that is carried forward. The project is to repair / replace an existing retaining wall, brick façade and railings and closely involves Heritage England. Surveys and design are currently being carried out. Once the design is completed, approval from Heritage England will be sought with completion expected in December 2021.

**Walking schemes – up to £500,000 of projects (Table 7)**

- 7.11 In December 2020, Cabinet approved<sup>1</sup> £5.1 million for ‘street space projects’ from the Strategic Community Infrastructure Levy. This funding has been programmed for spend across a three-year programme, resulting in £1,700,000 per year for walking and cycling projects.
- 7.12 As set out in Appendix 1 Table 7, the Council will invest £200,000 (annually for three years) from this SCIL funding specifically for walking projects. This will include investment in crossing points and pavement widening in the vicinity to schools, wayfinding, and improvements to accessibility and permeability to town centres and green spaces.
- 7.13 It is anticipated that a further £300,000 funding may be allocated from Transport for London. However, it is important to note that the TfL funding has not yet been confirmed. The figures included in Appendix 1 are based on previous allocations from TfL but are subject to confirmation, see paragraph 7.23 for further details.
- 7.14 Projects within the walking programme have far-reaching benefits. Not only do they improve the efficiency of our road network by enabling modal shift (e.g. encouraging more people to walk who might otherwise have driven) but regular walking also brings substantial public health benefits. Furthermore, delivery of walking projects also support the Council’s objectives set out in the Air Quality Action Plan and the draft Climate Change Action Plan.
- 7.15 It is noted that the other investment plans brought to Cabinet and the draft Walking and Cycling Action Plan will provide substantial additional contributions towards an improved walking environment. They include the:
- Road Safety Investment Plan, including new pedestrian crossings
  - Parking Investment Plan, including the removal of footway parking
  - Low Traffic Neighbourhoods and Liveable Neighbourhoods
  - Street Lighting Investment Plan
  - Flood Water Management Investment Plan

**Regeneration Schemes (Table 8)**

---

<sup>1</sup> <https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IID=71778&PlanId=0&Opt=3#AI66290>

- 7.16 A series of regeneration related projects are either under way or planned for delivery by the Highways and Parking service for Regeneration.
- 7.17 These projects are taking place within Tottenham Green, Tottenham Hale, Wood Green and Alexandra Palace and will support development / regeneration of the borough aligning with the Council's objectives, including providing new homes and promoting economic development by supporting existing and new businesses.
- 7.18 Further projects may occur in-year and will be delivered as part of the Highways Investment Plan.

#### **Bus-related measures**

- 7.19 Improving reliability is essential to increasing bus usage and passenger satisfaction and therefore confidence in the service necessary to encourage a shift from private car use. Officers will continue to work with TfL and operators to identify bus "pinch points" reducing congestion and delays that impact on public transport services. These measures will deliver benefits to passengers allowing buses to move more freely.
- 7.20 Officers are awaiting confirmation from TfL on Haringey's annual funding for bus priority measures, see paragraph 7.23 for further details. In addition, officers will seek further opportunities for funding via TfL's Enabling Budget and Bus Reliability Programmes.

#### **Developer-funded schemes (Table 9)**

- 7.21 Funding is provided by developers to deal with site-specific mitigation of the impact of their development under Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980. This may include contribution towards parking controls, walking and cycling measures, carriageway and footway enhancement measures.
- 7.22 These modifications are identified and funded by the developer as part of the planning process. These projects will be identified by the Council's Transport Planning Team throughout the year and delivered by the highways and traffic teams.

#### **Local Implementation Plan (LIP) funding from Transport for London**

- 7.23 The Council's current LIP (LIP3) sets the strategy and informs annual spending submissions to TfL.
- 7.24 Unlike previous years, at the time of writing, the Council has not received confirmation of any TfL LIP funding for 2021/22. This is because TfL is awaiting its funding allocation by the Department for Transport.
- 7.25 In normal years, this HIP report would have sought approval from Cabinet on the programme which would have reflected an earlier spending submission to TfL and therefore would have enabled officers to start work on LIP-funded projects in April.

- 7.26 There is some level of expectation that Haringey will receive a similar amount of funding as in previous years (£1.9 million) but it is not known what programme areas this investment would be for and the value has not been confirmed.
- 7.27 It is expected that, when the position becomes clearer from TfL, Transport Planning will seek approval for the bids and any programme, including delegations that would usually be sought within this HIP.

### **Design, Consultation and Engagement**

- 7.28 Officers are committed to ensuring that local communities are involved in identifying and developing highways schemes in their neighbourhoods.
- 7.29 The schemes identified within this report will be developed by officers in accordance with national, regional and local standards and best practice. This will include, where applicable, the input from Ward Councillors, key stakeholder groups and residents' associations at various stages, particularly during consultation and engagement exercises.
- 7.30 The expected level of consultation/ notification for schemes is set out in the attached Appendix 2. It is however noted that, at the time of writing, the UK is in Covid-19 lockdown and therefore some methods of communication typically used by the Council (such as public exhibitions or meetings) cannot happen face-to-face. The Council will continue to follow national rules and guidance on consultation methods.
- 7.31 The Council will continue to improve the quality of information available to residents and other interested parties on highways projects planned for their areas. This will involve information being made readily available on the Council's website, as well as through works signing, advanced warning signs and information letters. This will minimise disruption and inconvenience associated with these works.

## **8 Contribution to strategic outcomes**

- 8.1 The HIP supports two key themes within the Borough Plan 2019-2023:
- 8.2 People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The projects and programmes in the HIP will contribute to specific outcomes within this Theme, by improving road safety, encouraging active travel and modal shift to improve air quality.
- 8.3 Place Theme: A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The projects and programmes in the HIP will contribute to specific outcomes within this theme, by improving the public realm and road network condition, reducing road traffic collisions, while improving accessibility for all road users, in particular pedestrians, cyclists and motorcyclists.

- 8.4 London-wide contribution to a healthier London - The Mayor of London's Transport Strategy and Local Implementation Plan 3 guidance was published in 2018. The final LIP3 was approved by TfL in June 2019.
- 8.5 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport.
- 8.6 Transport Strategy - the Council's 2018 Transport Strategy sets out the strategic vision, objectives and priorities on the future of transport in Haringey over the next 10 years. The Strategy outlines the role that HIP projects and programmes play in achieving this.

### **Statutory Officers' comments**

## **9 Comments of the Chief Financial Officer**

- 9.1 This report sets out the expenditure for the Highways Investment Plan for the forthcoming year detailing all of the key activities. A capital budget allocation of £4.373m has been included in the Council's approved capital programme to deliver these projects. The revenue costs associated with the investment are budgeted for in the MTFS agreed by Council at its budget setting meeting of the 1st March 2021. The investment plan includes £0.2m of Walking Schemes which are funded by the Strategic Community Infrastructure Levy.

## **10 Comments of the Head of Legal and Governance (Monitoring Officer)**

- 10.1 The Head of Legal and Governance has been consulted on the preparation of this report and comments as follows.
- 10.2 The Council, as a highway authority, has a statutory obligation to maintain the public highways it is responsible for in the Council's borough and may carry out any work for the improvement of those highways.
- 10.3 This report seeks approval for the programme of highway works on the public highway for the financial year 2021/22 which is a decision that Cabinet can take in accordance with the Council's Constitution.

## **11 Equalities Comments**

- 11.1 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.

- 11.2 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.
- 11.3 An Equalities Impact Assessment (EqIA) formed part of the statutory consultation process in 2018/19 which informed the development of the Local Implementation Plan 3 (LIP). The LIP sets out the objectives, delivery plans and monitoring arrangements for all transport scheme proposals, including those contained in the Highways Investment Plan 2020/21.
- 11.4 The EqIA identified several disproportionate impacts that may occur on equalities groups because of the implementation of delivery plan associated with the LIP.
- 11.5 The key beneficial impacts relate to:
  - Improved access to facilities will benefit all Haringey residents and visitors, but some protected groups such as older people and children will benefit disproportionately.
  - Safer roads, less congestion and reduced levels of pollution are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.
- 11.6 Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively. Schemes will be individually planned and delivered in such a way as to minimise any negative impacts that may arise.
- 11.7 The LIP includes proposals to provide a range of suitable alternatives to the car, with action plans for those who are able to choose more sustainable modes of transport but at the same time recognising some users will need to use their car.
- 11.8 Measures that increase walking and cycling through improved safety and awareness aim to improve the health and wellbeing of groups with protected characteristics who are known to experience health inequalities.
- 11.9 The LIP includes measures to undertake monitoring in order to collect data for all groups regarding modal share and travel habits. This will help the Council to identify and address any inequalities.
- 11.10 The communication and engagement measures set out in the Highways Investment Plan 2021/22 will increase awareness of works and minimise disruption caused at implementation stages. This will allow residents adequate time to make alternative arrangements, and any necessary adjustments will be made on a scheme-by-scheme basis in order to ensure continued access for

affected groups with protected characteristics including disabled and elderly residents.

- 11.11 While the ambitions of the works proposed are likely to have a positive equality impact for most residents, the carrying out of the proposed works will potentially have a negative impact on the following groups:
- 11.12 Age (older people) - there is risk of older infirm residents having to find alternative routes to avoid areas disrupted by works which may lead to increased likelihood of trips and falls. In addition, as older residents lose confidence in leaving the home due to the impact of Covid-19, highway works may further hinder their ability to build confidence and leave their homes.
- 11.13 Age (younger people) - there is a risk that young people are required to leave safe routes to and from home/school due to the implementation of highway works, which may lead them to take alternative routes that put them in harms way, either through needing to use less-safe crossings, or taking routes that may put them in danger due to local community/gang tensions.
- 11.14 Disability (physical) - there is a risk that works taking place to upgrade footpaths could reduce mobility for residents with a disability and this in turn have a knock-on impact in terms of quality of life and health opportunities.
- 11.15 Race – where works cause disruption to commuter routes, they may have a negative impact on those residents in low-paid roles who are at greater risk of sanction for arriving late to work. Given that there is a high proportion of BAME residents who occupy lower paid roles and where there is less scope to work from home, there is a potential negative impact of these works on this group. In particular for those schemes in the east of the borough where residents earn 14% lower than those in the west of the borough.
- 11.16 In light of the above, it is recommended that the consultation plans outlined in Appendix 2 be reviewed and upgraded to ensure every effort is taken to make sure that these residents are aware of upcoming works that may cause them disruption, and that more opportunities are provided for residents to feedback on impacts and supported to find alternative routes or other mitigation.

## **12 Use of Appendices**

Appendix 1 – Funding by Theme  
Appendix 2 - Consultation

## **13 Local Government (Access to Information) Act 1985**

- Borough Plan 2019-2023
- 2018 Transport Strategy
- Local Plan
- Highways Asset Management Plan
- Local Implementation Plan November 2018
- Local Implementation Plan – 3 Year Delivery Plan 2019 - 2022

**14 Web links to schemes**

- [www.haringey.gov.uk/smartertravel](http://www.haringey.gov.uk/smartertravel)
- [www.haringey.gov.uk/majorschemes](http://www.haringey.gov.uk/majorschemes)
- <http://haringey.roadworks.org>

## Appendix 1 – Theme - Funding for Carriageways &amp; Footways 2021/22

Table 1: Carriageway &amp; footway summary

Scheme Name / Location	Ward	Allocation 2021/22 (£k)
Principal road maintenance*	Various	500
Classified and unclassified roads resurfacing	Various	1,100
Footway planned maintenance (council funded)	Various	1,900
Short section footway, carriageway & highways marginal land maintenance	Various	123
Reactive maintenance	Various	750
<b>Total</b>		<b>4,373</b>

\* A principal road maintenance allocation of up to £691k from TfL is yet to be confirmed which, if received, would potentially replace the £500k Council funding shown above.

Table 2: Principal road maintenance (£500k -£691k)

Road	Ward	Estimated Cost	*Revised Cost subject to TfL maximum funding
High Road, N22	Woodside	£100,000	£157,000
The Broadway, N8	Hornsey	£60,000	£65,000
West Green Road, N15	West Green	£30,000	£44,000
Lordship Lane, N17/N22	White Hart Lane/Noel Park	£100,000	£150,000
Lordship Lane, N17	White Hart Lane	£55,000	£70,000
Muswell Hill, N10	Muswell Hill	£55,000	£75,000
Bounds Green Road, N22	Bounds Green	£100,000	£130,000
<b>Total</b>		<b>£500,000</b>	<b>£691,000</b>

\*Revised cost subject to additional TfL funding. Scope of works to be increased.



## Appendix 1 – Theme - Funding for Carriageways &amp; Footways 2021/22

Table 3: Classified and unclassified roads resurfacing

Road	Ward	Estimated Cost
Buckingham Road, N22	Bounds Green	£45,500
Stapleton Hall Road, N4 (Part)	Stroud Green	£67,000
Albert Road, N22 (Part)	Alexandra	£110,000
Wolves Lane, N22 (Part)	Woodside	£53,500
Durnsford Road, N11 (Part)	Noel Park	£91,000
Coleridge Road, N8 (Part)	Crouch End	£41,200
Denton Road, N8	Stroud Green	£81,800
Priory Gardens, N6 (Part)	Crouch End	£35,300
Alexandra Park Road, N22 (Part)	Alexandra	£55,300
Higham Road, N17 (Part)	West Green	£29,400
Hornsey Lane Gardens, N6 (Part)	Highgate	£26,500
Mayfield Road, N8 (Part)	Stroud Green	£42,300
Muswell Road, N10 (Part)	Alexandra/Fortis Green	£36,000
Myddleton Road, N22 (Part)	Bounds Green	£25,000
Stanhope Road, N6 (Part)	Crouch End	£54,000
The Park, N6 (Part)	Highgate	£30,800
Chandos Road, N17(Part)	Bruce Grove	£29,400
Winton Avenue, N11 (Part)	Alexandra	£40,800
Park Lane, N17 (Part)	Northumberland Park	£24,700
Glendish Road, N17	Tottenham Hale	£29,400
Rosebery Road, N10 (Part)	Alexandra	£64,700
Cavendish Road, N8 (Part)	Harringay	£37,600
Fairview Road, N15 (Part)	Seven Sisters	£23,500
Pelham Road, N22 (Part)	Noel Park	£25,300
<b>Total</b>		<b>£1,100,000</b>

## Appendix 1 – Theme - Funding for Carriageways &amp; Footways 2021/22

Table 4: Footway planned maintenance

Roads	Ward	Estimated Cost
Tottenham Lane, N8	Hornsey	£68,770
Belmont Road, N15 & N17	West Green	£104,710
Middle Lane, N8	Hornsey	£63,014
Palace Gates Road, N22	Alexandra	£155,949
North Road, N6	Highgate	£66,654
North Hill, N6	Highgate	£59,777
Bounds Green Road, N11 (part)	Bounds Green	£85,317
Denton Road, N8	Hornsey	£84,640
Shepherds Hill, N6	Crouch End	£55,545
Stapleton Hall Road, N4	Stroud Green	£67,675
Durnsford Road, N11	Bounds Green	£74,060
Downhills Way, N17	West Green	£149,707
Cavendish Road, N4	Harringay	£63,480
King Street, N17	Northumberland Park	£35,972
Pemberton Road, N4	Harringay	£76,176
Wightman Road, N4 & N8	Finsbury Park N4 & N8	£33,327
St Pauls Road, N17	Northumberland Park	£136,482
Kings Road, N17	Northumberland Park	£86,756
Church Road, N17	Northumberland Park	£47,610
Langdon Park Road, N6	Highgate	£90,988
Albany Road, N4	Stroud Green	£90,988
Haslemere Road, N8	Crouch End	£42,320
Willoughby Road, N8	Harringay	£61,794
Holmesdale Road, N6	Highgate	£25,392
Falkland Road, N8	Harringay	£72,896
<b>TOTAL</b>		<b>£1,900,000</b>

**Appendix 1 – Theme - Funding for Carriageways & Footways 2021/22****Table 5:** Short Section Footway, Carriageway & Highways Marginal Land maintenance

Scheme Name / Location	Ward	Allocation
Road marking, works around trees, short sections of carriageway or footway works (identified in year)	Various	£123,000
Responsive maintenance works (identified in year)	Various	£750,000
<b>Total</b>		<b>£873,000</b>

**Table 6: Highway structure projects**

Scheme Name / Location	Ward	Status
The Bank Retaining Wall (not capital)	Highgate	Ongoing. Funding carried forward

**Table 7 – Walking projects**

Project Name	Ward	Streetspace Plan projects (SCIL funding agreed by Cabinet December 2020)	Potential TfL funding	Total potential funding (subject to TfL)
School travel plan – walking. New / improved crossing points identified through travel plan	TBC – identified in year	£30 k	£70 k	£100 k
Wayfinding - Improvements to legibility of walking routes to and from town centres and leisure destinations		£40 k	£40 k	£80 k
Walking routes - Improved accessibility and permeability to green spaces		£30 k	£90 k	£120 k
Walking zones for town centres - Improved walking environment in town centres		£100 k	£100 k	£200 k
<b>Total</b>		<b>£200 k</b>	<b>£300 k</b>	<b>£500 k</b>

**Table 8 - Regeneration projects (for information only)**

**Appendix 1 – Theme - Funding for Carriageways & Footways 2021/22**

<b>Scheme Name / Location</b>	<b>Ward</b>
Tottenham Green 2 Public Realm	Tottenham Green
Broad Lane Public Realm	Tottenham Green
Tottenham Hale Public Realm Implementation Phase 1	Tottenham Hale
Pages Green Public Realm	Tottenham Green
Mayes Road Phase 2 Public Realm	Wood Green
Penstock Tunnell Public Realm	Wood Green, Alexandra Palace

**Table 9 – Developer-funded schemes (for information only)**

<b>Scheme Name / Location</b>	<b>Ward</b>
550 White Hart Lane, N17	White Hart Lane
673 Lordship Lane, N22	Noel Park
17-34 Pretoria Road, N17	Northumberland Park
17-34 Pretoria Road, N17	Northumberland Park
Hornsey Reuse & Recycling Centre, High Street, N8	Hornsey
Zenith House, 69 Lawrence Road, N15	Tottenham Green
500 White Hart Lane, N17	White Hart Lane
Mono House, 50-56 Lawrence Road, N15	Tottenham Green
500 White Hart Lane, N17	White Hart Lane
Mono House, 50-56 Lawrence Road, N15	Tottenham Green

## Appendix 2: Consultation

The various highways and traffic schemes developed through this works plan will be the subject of further consultation/ notification. The level of consultation/ notification will depend on the impact of the scheme on the local community. The three consultation/notification types are:

- Notification of works (All works) – residents and businesses of affected roads will be notified by letter drop on approval of the Highways Investment Plan. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction. Resident, businesses and other interested parties will have the opportunity to approve/object to these proposals and these considerations will be taken into account before implementing the scheme.
- Full consultation – any high-profile schemes will be subject to full consultation which will include public events (where possible) and formal consultation questionnaires.

The Table below sets out the consultation process by scheme.

Scheme Name / Location.	Consultation Type		
	Notification	Statutory Notification	Full Consultation
Footway and Carriageway Improvements	✓		
Highway structures	✓		
Walking schemes		✓	✓
Regeneration Schemes		✓	
Bus related measures		✓	
Developer funded schemes		✓	
LIP schemes		✓	

This page is intentionally left blank

**Report for:** Cabinet Meeting - 9th March 2021

**Title:** Street Lighting Investment Plan (SLIP) 2021/22

**Report authorised by** Stephen McDonnell, Director of Environment and Neighbourhoods

**Lead Officer:** Ann Cunningham, Head of Highways & Parking  
02084891355  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

Peter Boddy, Highways and Traffic Manager  
02084891765  
[Peter.Boddy@haringey.gov.uk](mailto:Peter.Boddy@haringey.gov.uk)

**Ward(s) affected:** All

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

**1 Describe the issue under consideration**

- 1.1 The Council recognises the contribution that a well-managed and effective street lighting network makes to the delivery of the Council's strategic objectives. It enables the safe use of the highway for motorists, pedestrians, cyclists, including motorcyclists, reducing accidents outside of daylight hours. It also supports strong and safe communities, reducing crime and fear of crime. It represents a key part of the public realm, providing a strong visual identity and supports economic growth objectives.
- 1.2 Street lighting is also a significant consumer of energy and contributes to carbon emissions and light pollution. The efficient management of the network is therefore essential to reduce the impact on the environment.
- 1.3 In December 2020, the Council agreed an investment of £10 million in street lighting, over the next 5 years. A major element of this investment, in 2021/22, is for the implementation of a central management system and the completion of upgrading street lighting to LED.

**2 Cabinet Member Introduction**

- 2.1 A well-maintained highway network is pivotal to daily lives in Haringey as one of London's best-connected boroughs. This network is used by our residents, businesses and by people from across London and beyond, visiting our town centres, our cultural venues or those travelling through the borough. Street lighting is an important element of the transport network because of the safety and confidence it brings to road users.
- 2.2 I am pleased to announce the investment of £4.8m for 2021/22 and to note the ongoing investment commitment in our borough-wide street lighting assets, making our streets safer for all road users.

- 2.3 The key highlights of next year's programme include:
- Completion of the upgrade of all highway street lights to light emitting diodes (LED).
  - Installation of a central management system that will give us much greater overall control over the efficiency and effectiveness of Haringey's street lighting.
- 2.4 The completion of the roll-out of energy-efficient LED lighting across the borough, whilst making people feel safer, supports the Council's commitments to combat climate change by reducing energy use. This will, of course, also reduce costs associated with managing our street lighting.
- 2.6 The introduction of the street lighting central management system will modernise the management of our lighting assets and the direct monitoring of faults, as well as the amount of energy that we use.

### **3 Recommendations**

It is recommended that Cabinet:

- 3.1 Approves the Street Lighting Investment Plan for the 2021/22 financial year, as set out in the attached Appendix 1 – Tables 1 to Tables 5
- 3.2 Gives delegated authority to the Head of Highways and Parking, consequential on the Street Lighting Investment Plan:
- To make decisions relating to scheme design and implementation;
  - To carry out consultation;
  - To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
  - To make traffic management orders, where there are no valid objections.

### **4 Reasons for Decision**

- 4.1 Street lighting is an important element of the transport network because of the safety and confidence it brings to road users. Investment in the infrastructure is required to ensure that the Council maintains a fit-for-purpose highway infrastructure asset in accordance with nationally accepted asset management principles.

### **5 Alternative options considered**

- 5.1 There are no other relevant options. The 2021/22 investment plan has been shaped by Borough Plan priorities, as well as the Council's Transport Strategy and the draft Climate Change Action Plan. The lantern and column replacement programme has been developed through electrical and structural condition surveys, scouting, visual inspections and lighting levels, ensuring that investment is targeted where most needed.

### **6 Background Information**

- 6.1 The Council is responsible for maintaining approximately 18,600 street lighting columns across the borough – along its public highways, in its parks and green



spaces and in areas maintained by Homes for Haringey. The Council's approach to improving and maintaining the entire street lighting stock balances the need to provide for the safety of road users and supporting safer communities with the need to reduce energy usage and associated carbon emissions, and costs.

- 6.2 The programme involves several work streams, including the implementation of a **Smart Lighting System**. A Smart Lighting System - or, as it is more generally referred to, a central management system (CMS) - is an intelligent control system used to manage street lighting networks. It will provide the Council with full remote visibility and control of the street lighting stock. It will allow a reduction in night scout visits and allow intelligent profiling of lighting levels throughout the hours of darkness to appropriately light roads for the given traffic volumes. Lighting levels will accord with British Standards and the relevant codes of practice of the Institution of Lighting Professionals.
- 6.3 The benefits from the CMS also include:
  - Nodes installed within the street lighting luminaire enable wireless connections to other nodes and the central management system.
  - Greater energy saving – over and above switching to LED by flexible enhanced luminaire profiling e.g. dimming, trimming.
  - Fewer “non-working” lights and reduced number of “day burners”.
  - Optimised maintenance.
  - Flexibility to change and override settings to meet specific operational needs.
- 6.4 The Council has been changing its light profile to the use of light emitting diodes (LED) technology in recent years, with an annual lantern replacement programme determined by funding levels. This lantern replacement work was accelerated during 2020/21 so that, of the overall 18,600 lighting columns, only 600 of these would require conversion from older forms of lighting during 2021/22. This significantly reduces energy consumption, improving the Council's carbon footprint, contributing towards carbon emission reduction targets.
- 6.5 Unlike older street lighting lanterns, which are now close to being totally replaced, the lighting pattern from an LED lantern is far more controlled. Lighting is directed downward to illuminate the roads and pavements and with no upward light from the luminaires. This means that the new street lighting schemes support the darker skies initiative by minimising light pollution.
- 6.6 The combination of LEDs and a central management system will allow a far more considered approach to environmental issues (addressed in Section 7 of this report) and local ecology, particularly wildlife that thrives in levels of low or negligible lighting. This is particularly of relevance to LED lighting levels in parks and open spaces.
- 6.7 The additional investment of £3,500,000, in 2021/22, will complete the delivery of the LED programme and connect all the public highway street lights to the CMS across the network. The award of contract for the provision of the street lighting CMS constitutes a separate report on the Cabinet agenda and the

progression of the Street Lighting Investment Plan rests heavily on that outcome. As well as reducing energy consumption, though, the LED upgrade and CMS provision will contribute to reducing crime and the fear of crime. The LED lights also provide more natural colour rendering, favoured by the emergency services and those managing public safety CCTV surveillance operations.

- 6.8 At present, around 15% of the street lighting columns in the borough are at or close to their end-of-life expectancy. The Institution of Lighting Professionals Guidance Note 22 (Asset Management Toolkit: Minor Structures) reinforces the principle of considering lighting column residual life as good asset management, in line with the requirements of the Well-Managed Highway Infrastructure national code of practice. Haringey's lighting stock is monitored by visual inspections and further assessed via annual electrical and structural testing programmes (in order to ascertain levels of corrosion and deterioration). The street lighting column maintenance programme will fund the replacement of any priority columns identified through the inspections and testing, as well as supporting a rolling programme of street-by-street replacement of the oldest stock. This approach mitigates against the risk of impromptu lighting column collapse.
- 6.9 The Festive Lighting programme supports the testing, replacing, installation, and maintenance of seasonal lighting every year. This includes a rolling programme of replacement of the oldest or failed equipment.
- 6.9 Additionally, £225,000 (revenue funding) has been allocated to undertake responsive improvements to street lighting and other illuminated street furniture throughout the year on a needs-led basis.
- 6.10 Regeneration, new developments and transport projects approved through separate investment programmes will also include elements of street lighting and illuminated street furniture. These works will be directly undertaken by or overseen by the Council's Highways and Parking Service and will complement the Street Lighting Investment Programme.

#### **Design, Consultation and Engagement**

- 6.11 The Council is committed to ensuring that local communities are informed of the street lighting improvements in their neighbourhoods.
- 6.12 The proposals identified within this report will be developed in accordance with national, regional, local standards and best practice, including those referred to in paragraphs 6.2 and 6.7.
- 6.13 The level of consultation/ notification for schemes is set out in the attached Appendix 2.
- 6.14 The Council will continue to improve the quality of information available to residents and other interested parties on street lighting and other highways and transport projects planned for their areas. This will involve information being made readily available on the Council's website, as well as through improved

works signing and advance warning to minimise disruption and inconvenience associated with works.

## **7.0 Contribution to strategic outcomes**

- 7.1 The SLIP supports two Themes within the Borough Plan 2019-2023;
- 7.2 People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The lighting improvements programme will contribute to specific outcomes within this Theme, by improving road safety and thus encouraging active travel and modal shift.
- 7.3 Place Theme: A place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The lighting improvements will contribute to specific outcomes within this Theme, by improving the public realm and road network condition, reducing accidents, while improving accessibility for all road users. Those improvements to lighting will also help reduce crime and fear of crime.
- 7.4 London-wide contribution to a healthier London – the proposals in this report will support delivery of The Mayor of London's Transport Strategy and the Council's 2018 Local Implementation Plan 3.
- 7.5 The Council's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport to be delivered. The introduction of LED lighting will help address climate change through carbon management.
- 7.6 The Council's Transport Strategy sets out the strategic vision, objectives, and priorities on the future of transport in Haringey over the next 10 years. The strategy outlines how the priorities in the Haringey Borough Plan will be achieved and the role that the SLIP projects and programmes play in achieving this.
- 7.7 The Council is currently consulting on the draft Walking and Cycling Plan, following the approval to do so at the 9<sup>th</sup> February Cabinet meeting. Besides the identified need in that document for 'street lighting to be of high quality throughout the borough', street lighting also has a direct bearing on the aspiration that 'walking will be the natural choice for short trips in the borough'. As clarified in the accompanying report on the Road Safety Investment Plan elsewhere on the Cabinet agenda, effective and efficient street lighting will strongly influence road safety and the inclination for residents to walk and cycle in safety within Haringey.
- 7.8 Haringey's draft Climate Change Action Plan sets out how the borough will become net zero carbon by 2041. The completion of the LED roll-out and the introduction of the CMS will positively impact upon an initial reduction in energy consumption and associated carbon emissions. However, further reductions in energy consumed and carbon emitted can be achieved by more critically assessing illumination levels and the hours at which they operate.

- 7.9 As Haringey has LED lighting with a colour temperature of 4,000 Kelvin (which is at the 'blue end' of the spectrum), the opportunity exists to reduce the harshness of the lighting by stepping down all lighting by one energy class. The clarity provided by 4,000K LED lighting is not noticeably different to the human eye until power throughput drops below 50% (equivalent to two energy classes).
- 7.10 The point at which illumination levels can be reduced is linked to traffic volumes and road class. 'Traffic adaptive street lighting' trials elsewhere in the UK and in Europe suggest that dimming to 40% of full power throughput can be achieved with no adverse consequential impact on road safety or visibility. This represents a significant potential reduction in energy consumption and carbon emissions with many local highway authorities considering this, in conjunction with extended periods of part-night lighting, as part of their carbon management reduction plans.
- 7.11 Given these potential benefits and the consequential opportunity to reduce the adverse impact on light pollution during the hours of darkness, these opportunities will be explored further during 2021/22. Due regard will be taken of the impact of street lighting on crime and the fear of crime, although the introduction of part-night lighting has, where implemented elsewhere in the country, culminated in a reduction of 20% across all crime classes.

## **8. Statutory Officers' comments**

### **8.1 Comments of the Chief Financial Officer**

- 8.1.1 This report sets out the Street Lighting Investment Plan for the Highways and Parking Service in the forthcoming year detailing all the street lighting improvement proposals.
- 8.1.2 The list below provides a breakdown of the budgets for the street lighting capital investment for 2021/22 as agreed at the Council's budget setting meeting of the 1<sup>st</sup> March 2021.

	£m
Street Lighting improvements	£1.665
Energy-efficient LED replacement and CMS	£3.135
<b>Total</b>	<b>£4.800</b>

The revenue costs of the proposed investment are budgeted for in the MTFS as agreed by the Council at its budget setting meeting of the 1<sup>st</sup> March 2021.

### **8.2 Comments of the Head of Legal Services**

- 8.2.1 The Head of Legal & Governance has been consulted on the preparation of this report and comments as follows
- 8.2.2 The Council, as a highway authority, has a statutory obligation to maintain the public highways it is responsible for in the Council's borough and may provide and maintain lighting for those highways.

- 8.2.3 This report seeks approval for the works programme for street lighting on the public highway for the financial year 2021/22 which is a decision that Cabinet can take in accordance with the Council's Constitution.

### **8.3 Strategic Procurement Comments**

- 8.3.1 The works programme is being implemented through a term contract that is in place with Marlborough Highways. The CMS project is being tendered in early 2021 and, at the time of writing this report, the award is to be made.

### **8.4 Equalities Comments**

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

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

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

- 8.4.3 An Equalities Impact Assessment (EqIA) formed part of the statutory consultation process in 2018/19 which informed the development of the Local Implementation Plan 3 (LIP). The LIP sets out the objectives, delivery plans and monitoring arrangements for all transport scheme proposals including that of street lighting works.

- 8.4.4 The EqIA identified several disproportionate impacts that may occur on equalities groups because of the implementation of highways works associated with the LIP and the Council's transport schemes.

- 8.4.5 The key beneficial impacts for these lighting works relate to:

- Improved access to facilities, which will benefit all Haringey residents and visitors. Some protected groups such as disabled people, older people and children will benefit disproportionately.
- Improved light colour rendering through installation of LED lights which will benefit all Haringey residents and visitors by potentially improving perceptions of safety in the borough. This is likely to disproportionately benefit some protected groups who are known to feel less safe in the borough at night, including women, young adults, older people, and disabled people (particularly those who are visually impaired).

- The potential longer-term reduction of crime rates by encouraging social cohesion and community surveillance that may deter criminal behaviour. While this may positively impact on all residents, this has the potential to make a particular difference in areas such as the East of the borough where there are relatively high levels of crime and anti-social behaviour. As these are areas which also have higher numbers of low-income households, among whom BAME residents are overrepresented, individuals from these demographic groups may benefit disproportionately from lighting improvements.
- Greater use of the network by cycling or walking which will be well-lit, which is likely to improve the health and wellbeing of all residents and visitors but particularly for groups with protected characteristics who are known to experience health inequalities. This beneficial impact is likely to be amplified in the wake of lockdown restrictions and resulting increased numbers of people exercising outdoors, which improvements to the borough's lighting infrastructure should make easier and safer.
- Reduced levels of pollution by greater use of walkways and cycling networks which are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.

8.4.6 While the proposed works are likely to have a beneficial long-term impact on individuals from protected groups, interim works to roll-out the lighting improvements may have the following negative impacts for particular groups:

- The works programme includes site works which may require excavation of pavements, around which barriers will be placed to protect the public and Council operatives. This may reduce accessibility for pavement users, disproportionately impacting those with disabilities and/or reduced mobility due to long-term illness, children and parents of young children, and older people.
- The functionality of individual street lights may be impacted during the upgrade, resulting in reduced street lighting for short periods of time. This may have a particular negative impact on protected groups set out previously who are more worried about their safety during the night.

8.4.7 While it is recognised that the works may involve these negative impacts on protected groups, they are outweighed by the need to achieve a well-managed and effective street lighting network and the proposed decision therefore represents a proportionate means of achieving a legitimate aim.

8.4.8 Moreover, to minimise these impacts, schemes will be individually planned and delivered. Mitigations will include planning and undertaking work at off-peak times when pavements are less likely to be in use, reducing the impact of the works on accessibility for all, and at a time when street lighting will not be needed. As most of the work involved to upgrade the lighting system will be

undertaken remotely, this should minimise any negative impacts to residents and visitors.

8.4.9 Measures that increase cycling and walking through improved safety and awareness aim to improve the health and wellbeing of groups with protected characteristics who are known to experience health inequalities.

8.4.10 The communication and engagement measures for site works in the Street Lighting investment Plan 2021/22 will also increase awareness of works and minimise disruption caused. This will allow residents adequate time to make alternative arrangements, and any necessary adjustments for protected groups will be made on a scheme-by-scheme basis.

## **9 Use of Appendices**

Appendix 1 – List of street lighting schemes in the programme identified by Ward

Appendix 2– Consultation

## **10 Local Government (Access to Information) Act 1985**

- Borough Plan 2019-2023
- 2018 Transport Strategy
- Local Plan
- Highways Asset Management Plan
- Haringey's draft Walking and Cycling Action Plan
- Haringey's draft Climate Change Action Plan

## **11 Web links to schemes**

- [www.haringey.gov.uk/smartertravel](http://www.haringey.gov.uk/smartertravel)
- [www.haringey.gov.uk/majorschemes](http://www.haringey.gov.uk/majorschemes)
- <http://haringey.roadworks.org>

**Appendix 1 – Street Lighting Funding Proposals 2021/22**

Table 1: Street Lighting Works Plan Summary 2021/22

<b>Scheme Name / Location</b>	<b>Ward</b>	<b>Allocation (£k)</b>
Column and LED lantern replacement	Various	965
Lantern replacement, LED complete rollout programme	Various	390
Festive lighting	Various	175
Electrical and structural testing	Various	135
Central management system	Various	3135
<b>Total</b>		<b>4800</b>

\*The Central Management System will be installed and funded over several years.

Table 2: Street Lighting Column Replacement (including lanterns) 2021/22

<b>Road Name</b>	<b>Ward</b>	<b>Allocation (£k)</b>
Access Lane Rosebery Mews	Alexandra	5
Coleridge Road Car Park	Crouch End	25
Colina Mews	Harringay	15
Colina Road	Harringay	15
Access Road Southwood Lane 88 to 112	Highgate	20
Summerland Gardens Car Park	Muswell Hill	75
Martins Walk	Noel park	25
Westbury Avenue	Noel park	50
Fenman Court	Tottenham Hale	10
Millmead Road	Tottenham Hale	30
Marsh Lane	Tottenham Hale	25
StoneBridge Road Car A	Tottenham Hale	50
StoneBridge Road Car B	Tottenham Hale	50
Watermead Way	Tottenham Hale	490
Subway Frome Road	Tottenham Hale	50
Subway Muswell Hill	Tottenham Hale	30
<b>Total</b>		<b>965</b>



Table 3 - Street Lighting LED Replacement Programme

Road Name	Ward	Allocation (£k)
Commerce Road	Bounds Green	10
Ireland Place	Bounds Green	10
Briston Grove	Crouch End	10
Crescent Road	Crouch End	10
Elm Grove	Crouch End	10
Oakington Way	Crouch End	10
Clifton Road	Crouch End	10
Russell Road	Crouch End	10
Beech Drive	Fortis Green	10
Ringwood Avenue	Fortis Green	10
St Marys Church Yard	Hornsey	10
Footpath - High Street 80m south to Temple Rd	Hornsey	10
The Campsbourne	Hornsey	10
Footpath Penstock	Hornsey	20
Cross Lane	Hornsey	10
Harold road	Hornsey	10
Harvey Mews	Hornsey	10
Hermiston Avenue	Hornsey	15
Hillfield Avenue	Hornsey	15
Rosebery Gardens	Hornsey	15
Arnold Bennett Way	Noel Park	10
Footpath High Road To Caxton Road	Noel Park	10
Footpath Side of Library	Noel Park	10
Brampton Road	St Ann's	10
Cape Road	Tottenham Green	5
Cunningham Road	Tottenham Green	10
Spondon Road	Tottenham Green	10
Ferry Lane	Tottenham Hale	25
Stone Bridge Road	Tottenham Hale	15
Smithson Road	White Hart Lane	10
Spottons Grove	White Hart Lane	10
High Road	Woodside	15
The Crossway	Woodside	5
James Gardens	Woodside	10
Croxford Gardens	Woodside	10
<b>Total</b>		<b>390</b>

Table 4 - Street Lighting CMS Replacement

Road Name	Ward	Allocation (£k)
Total for Alexandra Ward		85
Total for Bounds Green Ward		95
Total for Bruce Grove Ward		70
Total for Crouch End Ward		90
Total for Fortis Green Ward		100
Total for Harringay Ward		90
Total for Highgate Ward		95
Total for Hornsey Ward		100
Total for Muswell Hill Ward		120
Total for Noel Park Ward		105
Total for Northumberland Park Ward		105
Total for Seven Sisters Ward		105
Total for St Ann's Ward		90
Total for Stroud Green Ward		75
Total for Tottenham Green Ward		95
Total for Tottenham Hale Ward		140
Total for West Green Ward		90
Total for White Hart Lane Ward		120
Total for Woodside Ward		115
Additional control for festive lighting in CMS		250
Set Up costs CMS Programme & software	Off Site	1000
<b>Total</b>		<b>3135</b>

Table 5 – Street Lighting Other - Festive Lighting &amp; Testing

Road Name	Ward	Allocation (£k)
Festive Lighting	Various	175
Electrical Testing	Various	60
Structural Testing	Various	75
<b>Total</b>		<b>310</b>

## **Appendix 2: Consultation Street Lighting Site Works**

The various street lighting site works will be the subject of further consultation/ notification. The level of consultation/ notification will depend on the impact of the scheme on the local community. The three consultation/notification types are:

- Notification of works (All works) – residents and businesses of affected by street lighting improvement works will be notified by letter drop in advance of work commencing.
- Statutory notification is generally not required in the implementation of street lighting works. Temporary traffic regulation orders occasionally may be required – e.g. to close off footways during the works.
- Consultation – any high-profile street lighting column replacement or new works may be subject to consultation. This consultation will include residents and businesses of affected properties being notified by letter drop before commencement of detailed design works to allow comments to be made on the proposals that can be considered in the final design. In addition, they will be notified by letter drop and any other appropriate media in advance of work commencing.

This page is intentionally left blank

**Report for:** Cabinet Meeting 9th March 2021

**Title:** Parking Investment Plan (PIP)

**Report authorised by:** Stephen McDonnell, Director of Environment and Neighbourhoods

**Lead Officer:** Ann Cunningham, Head of Highways and Parking  
0208 489 1355  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

**Ward(s) affected:** All

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

## **1 Describe the issue under consideration**

- 1.1 Parking plays a dynamic role in the delivery of the Council's Transport Strategy and supports the delivery of Borough Plan objectives, as well as wider Council policies, by reducing congestion, making our roads safer, encouraging walking and cycling and improving air quality. Management of parking - including its change of use - plays a part in enabling communities and individuals to live better lives by accessing more opportunities, living in a better environment and having options that benefit the many.
- 1.2 The Council has agreed investment in parking from its capital budget including funding for projects identified as part of the parking transformation programme such as the review and roll-out of controlled parking zones (CPZs), and specific projects. The Council will also benefit from developer funding to undertake parking control changes. Budgets for specific works have also been secured, this includes £100k for the review of footway parking approved by Cabinet in December 2020<sup>[1]</sup> as part of the £5.1m for 'Streetspace Plan projects' from Strategic Community Infrastructure Levy and a £200k budget agreed for disabled parking bay changes. This report sets out the proposed programme of works funded through a combination of budgets, including some estimated carried forward from 2020/21, the latter subject to Cabinet approval when it considers the draft outturn report. The funding to deliver the Parking Investment Plan is summarised below with more information provided in Appendix 1.

### Capital Budget 2021/22

- Borough Parking Plan £321,000
- Footway parking review £100k (Streetspace Plan projects SCIL)
- Disabled Bays £200,000 and £274,000 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Parking Transformation: Weight Restriction CCTV cameras £200,000, funded from flexible capital receipts

---

<sup>[1]</sup> <https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71778&PlanId=0&Opt=3#AI66290>

- Parking Transformation: CPZ programme £277,000 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Parking Transformation: Contactless parking programme £84,200 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Parking Transformation: Moving Traffic Enforcement £100,000 estimated carry forward from 2020/21 subject to Cabinet's consideration of the draft outturn report.
- Developer funding: £287,000 for CPZs

## **2 Cabinet Member Introduction**

- 2.1 The Council is committed to improving the quality of life for all residents in the borough. The effective management of parking makes a considerable contribution to this commitment by providing adequate parking facilities for those who require them and providing safer, less congested streets that encourage walking and cycling and improving the reliability of our public transport services.

## **3 Recommendations**

- 3.1 It is recommended that Cabinet:
- a) Approves the Parking Investment Plan for 2021/22 financial year as set out in section 6 of the report, subject to the consultations not raising any significant or substantial issues; and
  - b) Gives delegated authority to the Head of Highways and Parking, consequential on the Parking Investment Plan:
    - To make decisions relating to scheme design and implementation;
    - To carry out consultation;
    - To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
    - To make traffic management orders, where there are no valid objections.

## **4 Reasons for decisions**

- 4.1 Parking matters to a wide range of stakeholders. Residents need sensible, safe and fair access to their homes, whether they are drivers or users of other forms of transport. For many residents, sustainable modes of transport will be the preferred option. It is therefore essential that the borough's controlled parking zones (CPZs) complement walking and cycling measures as well as improving public transport reliability.
- 4.2 For others, using the car is the only option to retain independence, necessary for work, to get around or to make busy and complex lives work. The approach to parking needs to balance all these demands so that residents feel we have given regard to their needs, whilst considering the Council's commitment through Haringey's Transport Strategy to increase journeys taken by walking and cycling, helping to improve air quality and the health and wellbeing of our residents.

- 4.3 Businesses require adequate loading provision for their servicing needs. Some also consider easy access to parking an important aspect to draw people into our town centres and shopping areas.
- 4.4 Parking is also considered important by partners, whether it is the emergency services and their need for quick access to situations, or cultural and arts organisations and their desire to attract audiences from outside as well as within Haringey.
- 4.5 However, the Council's Transport Strategy clearly identifies its vision for less reliance on the private car, especially for short journeys which can easily be undertaken (by most people) by walking, cycling and public transport.
- 4.6 A balance therefore needs to be struck to ensure modal shift and helping our town centres thrive, which is not just important for the businesses and organisations affected but also for the economic regeneration of an area. It is also important to consult with emergency services to ensure adequate access is provided for them.

## 5 **Alternative options considered**

- 5.1 The proposed programme prioritises new CPZs having considered residents' views. The review of existing CPZs is in line with the Controlled Parking Policy agreed by Cabinet in March 2020 and will address concerns raised by residents. This will also support the Council's modal shift aspirations.
- 5.2 The programme will also be consolidated to take account of schemes delayed due to the Covid-19 pandemic. Where possible, those schemes will now be implemented in the coming year, details of which are provided in Appendix 1.
- 5.3 Other programmes (such as removal of footway parking and provision of electric vehicle charging points and car club bays) will also help contribute towards supporting modal shift and use of less polluting vehicles. These measures will help increase walking and cycling, thereby reducing air pollution and help towards addressing the climate emergency.

## 6 **Background Information**

- 6.1 The proposed Parking Investment Programme includes:

Parking Transformation Programme:

- Consultation on new CPZs
- The review of existing CPZs
- Contactless payment project
- GIS map-based project for traffic orders

Other parking programmes:

- The introduction of Red Routes restrictions
- The removal of permitted footway parking
- The provision of disabled parking bays (which is also covered at length in a separate report – Disabled Parking Action Plan)

- The introduction of motorcycle bays
- The responsive service to deal with minor schemes

### **Parking Transformation Programme**

- 6.2 The Council agreed an ambitious Parking Transformation Programme (PTP) in 2019 which involved several workstreams, including the accelerated roll-out of parking controls. Prior to the PTP, the demand for parking controls had increased, resulting in many residents waiting a considerable length of time for controls to be implemented in their area. Consequently, demand can now be better met and communities positively responded to when requesting new measures or asking for existing arrangements to be reviewed.
- 6.3 Other workstreams include the roll-out of moving traffic restrictions, including weight restrictions to ensure road safety. Moving traffic enforcement is carried out through CCTV cameras. There is a rolling programme of new camera installation, as well as the relocation of existing cameras where high levels of compliance have been achieved. This ensures the best use of resources and allows the Council to introduce measures in a relatively quick and efficient manner.
- 6.4 An extension in the hours of parking enforcement to deal with illegal parking associated with the night-time economy is to be implemented. Enforcement currently ends at 10pm, even though many parking restrictions operate beyond that, meaning that the level of illegal parking in town centres, with associated noise nuisance, needs to be managed. The hours of control for enforcement will be extended over the coming year, as the economy recovers from the global pandemic.

### **Controlled parking zones**

- 6.5 The areas proposed for consultation on new CPZ arrangements were selected following demand from residents supported by Ward Councillors who play a key role in CPZ implementation.
- 6.6 The CPZ programme (Appendix 1, Tables 1 to 2) has been developed in response to concerns raised by residents regarding existing zones, where it is felt that arrangements no longer meet local needs. There are three existing CPZs to be reviewed and two new areas to be considered under parking controls in the 2021/22 programme.
- 6.7 In addition, there are 12 existing CPZs currently being reviewed and three new CPZs being considered in the last quarter of 2020/21 which will continue into 2021/22.
- 6.8 There is also a reserve list (Appendix 1, Table 3) proposed to provide flexibility, should in-year funding be secured or if costs associated with planned schemes are lower than anticipated following consultation.

### **GIS map-based project for traffic orders**

- 6.9 The Parking Transformation Programme included a move to GIS map-based traffic orders. The aim is to modernise and improve the overall management of the statutory process associated with the implementation and ongoing management of parking and traffic orders. The work is currently ongoing with a



view that all permanent, experimental and temporary orders will be moved to a map-based system by the end of 2021.

### **Parking Management IT system**

- 6.10 The implementation of the new parking IT system is currently under way. The implementation includes three stages with new modules coming on line at various stages. This system will introduce many improvements, giving residents and other stakeholders greater control over their parking arrangements as well as improving the efficiency of the service.

### **Contactless parking payment offer**

- 6.11 The introduction of contactless payment will increase options for motorists using stop and shop parking facilities and in public car parks.
- 6.12 At present, payment may be made by phone or app. It is the intention to offer greater choice of payment methods, especially benefitting those who do not carry a mobile phone or are less able to use apps. There are 104 payment terminals being planned for roll-out in 2 phases across the borough. The first phase involves 60 terminals for which roll-out has commenced, and the expectation is that these will all be on the street, ready to be used, by April 2021. The remaining 44 terminals will be rolled out once phase 1 is completed. This programme may be extended, subject to uptake of those payment facilities and overall demand. The proposed locations and number of terminals is attached as Appendix 1, Tables 7 and 8.

### **Other Parking Programmes**

#### **Removal of footway parking**

- 6.13 The Council has allocated Streetspace Plan capital funding to improve walking conditions by removing permitted footway parking. There is a considerable amount of permitted footway parking across the borough, with many locations restricting pedestrian access especially for those using a wheelchair or buggies/pushchairs. Footway parking contributes towards an unpleasant walking environment and there is a national shift for it to be removed<sup>[1]</sup> due to the impact it has upon our aging population and those with reduced mobility.
- 6.14 There are 86 roads within existing CPZs, and 15 roads outside of CPZs that have various levels of footway parking.
- 6.15 The Council acknowledges that there may be differing views on the benefits of removing this parking. Department for Transport (DfT) Inclusive Mobility advises a minimum width of clear footway space of 2m (taking account of street furniture like lamp columns) to allow two people to pass each other comfortably; where it is not possible then a minimum width of 1.5m should be provided.
- 6.16 It is important to consider the locations when assessing whether the parking should be retained or removed. There may be locations where the widths may meet the minimum standard but, if it carries high pedestrian flow, then pedestrian comfort levels may not be met. This is an important factor as it may dissuade

<sup>[1]</sup> [Pavement parking: options for change - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/pavement-parking-options-for-change)

some people from walking. Safety is also an important consideration as car doors opening into the footway would potentially restrict pedestrian movement even further and can be a safety risk if the door is suddenly opened just when someone is walking past. The Council therefore proposes to adopt a criterion such that parking on footways with clear widths of less than 1.5m wide (short sections of 1.2m may be acceptable depending on location) will be considered for removal. All proposals will be subject to formal consultation with residents.

- 6.17 To make the best use of resources, footway parking in 46 roads will be reviewed as part of the planned CPZ review programme. Arrangements for the remaining 55 roads (40 roads within CPZ and 15 within an uncontrolled street not part of CPZ programme for 2021/22) will be reviewed as part of a dedicated programme. See Appendix 2, Tables 5 and 6 for details of locations.

#### **Provision of disabled parking bays**

- 6.18 Full detail on the provision of parking for the disabled is provided in the Disabled Parking Action Plan report which is on the same Cabinet agenda as this report.

#### **Red Routes projects**

- 6.19 Red Route restrictions are proposed to address illegal parking due to extreme parking pressures and associated anti-social and safety issues in two areas. Historically, these restrictions have solely been used by TfL to manage the strategic road network but are being introduced on a small scale by some London Boroughs. Those powers prohibit parking and allow enforcement by CCTV cameras. The use of these restrictions is being piloted to assess their value in addressing extreme local issues that cannot be effectively managed through on-street enforcement. For 2021/22, Clarendon Road in Noel Park Ward and West Road in Northumberland Park Ward will be reviewed, as set out in Appendix 1, Table 4.

#### **Minor Improvements Programme**

- 6.20 The Council will also continue the responsive service, supported by funding to ensure that the parking infrastructure is maintained to a high standard. Requests for doctors parking bays and motorcycle parking bays are considered upon request. There has been an increase in demand for motorcycle parking from the hospitality sector and other businesses and this has accelerated during the pandemic. We will continue to support this demand especially in our local high streets and shopping areas to help get the economy back up and running. Minor improvements will also be progressed in response to complaints or service requests, for example, additional double yellow lines to allow access or improve visibility around junctions or changes to parking bays to suit local requirements.

#### **Other programmes not on the public highway**

- 6.21 Supporting the roll-out of new parking arrangements on Homes for Haringey (HfH) estates will be the insourcing of their parking enforcement into the Council's wider parking enforcement team. This will introduce many benefits including more consistency in parking arrangements/enforcement across the borough.

#### **Impact of car-free developments**

- 6.22 Alongside the positive outcomes of car free and car-capped developments for sustainable travel, there are some growing concerns and complaints about car use associated with car-free developments. Planning policy restricts residents of

car-free developments purchasing residential parking permits, but they may purchase visitors permits. Whilst visitor permits are intended to allow residents to receive visitors, there is growing concern that those permits are being used for residential parking purposes. This undermines planning and transport policy by increasing parking pressures in busy roads. Work is being undertaken to understand the scale of the problem and identify potential solutions.

## 7 Contribution to strategic outcomes

7.1 The Parking Investment Plan supports three themes within the Borough Plan 2019-2023 – People, Place and Economy.

7.2 **People Theme:** Our vision is a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. A shift to sustainable modes of transport including walking and cycling will contribute to specific Outcomes within this theme including:

- Ensuring children have the best start in life e.g. less pollution and better air quality and improved road safety.
- All children in the borough will be happy and healthy as they grow up e.g. less pollution and better air quality and improved road safety.
- All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities e.g. prioritised parking for local residents and their visitors, accessible junctions to promote walking and cycling. Dedicated disabled parking bays for residents who need them.

7.3 **Place Theme:** A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The Parking Investment Plan will contribute to specific Outcomes within this theme including:

- A healthier, active and greener place e.g. discouraging private car use promoting active travel benefiting the environment and health and wellbeing.
- A cleaner, accessible and attractive place e.g. better managed parking leading to more attractive streetscape, with improved accessibility for pedestrians.

7.4 **Economy Theme;** Our vision is for a growing economy that provides opportunities for all our residents and supports our businesses to thrive. The Parking Investment Plan and Vision will contribute to specific Outcomes within this theme including:

- A growing economy and thriving local businesses, supported by a community wealth building approach, e.g. loading provision to meet servicing needs for businesses and stop and shop facilities outside local high streets and near town centres enabling access especially for disabled users.

## 8 Statutory Officers' comments

### 8.1 Comments of the Chief Financial Officer

8.1.1 This report sets out the expenditure for the 2021/22 Parking Investment Plan detailing all of the parking related activities and the various funding streams that have been confirmed within the Council's approved Capital Programme.

8.1.2 Council, at its budget setting meeting of the 1<sup>st</sup> March 2021, agreed the following schemes for inclusion within the capital programme.

8.1.3 The table below outlines the investment plan and funding allocation for 2021/22. It should be noted that the table includes an estimated carry forward resources from 2020/21. This will be confirmed when the Cabinet considers the draft outturn report.

Parking Investment Plan	LBH CP	Flexible Use CR	SCIL	S106	Confirmed Funding	Estimated C/Fwd	Estimated Total
	£,000	£,000	£,000	£,000	£,000	£,000	£,000
Borough Parking Plan	321				321	190	511
Footway parking review			100		100		100
Disabled Bays	200				200	274	474
Parking Transformation: Weight Restriction CCTV cameras		200			200		200
Parking Transformation: CPZ programme funding					-	277	277
Parking Transformation: Contactless parking programme					-	84	84
Parking Transformation: Moving Traffic Enforcement					-	100	100
Developer funding for CPZs				287	287		287
<b>Total</b>	<b>521</b>	<b>200</b>	<b>100</b>	<b>286</b>	<b>1,107</b>	<b>925</b>	<b>2,032</b>

## 8.2 Comments of the Head of Legal and Governance

8.2.1 The Head of Legal & Governance has been consulted on the preparation of this report and comments as follows.

8.2.2 The Council, as the traffic authority for the borough, has an obligation to secure the safe movement of traffic including pedestrians and the provision of suitable and adequate parking facilities.

8.2.3 This report seeks approval for the works programme for parking on the public highway for the financial year 2021/22 to secure that safe movement of traffic/pedestrians and provision of parking facilities which is a decision that Cabinet can take in accordance with the Council's Constitution.

## 8.3 Equalities Comments

8.3.1 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.

8.3.2 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.

8.3.3 The proposed plan is likely to have positive impacts on some of the protected characteristics whilst there may be some negative impacts on some protected characteristics and on non-protected characteristics. As individual schemes within the plan are developed and where appropriate public or statutory consultation undertaken, the full impacts of the scheme will at that point be better understood including the need to need to foster good relations between people who share those characteristics and people who do not. This is an important factor given the potentially significant differences between demographics for specific areas and the resulting impact on protected groups.

8.3.4 Feedback from consultations on individual schemes will be taken into account to ensure that we are considering perspectives of all individuals affected by works, including protected groups, to ensure that the Council is upholding its obligations under the Public Sector Equality Duty. Any adjustments including requirement of an Equality Impact Assessment (EQIA) on an individual workstream or scheme within it will be considered at that point and on a case-by-case basis.

8.3.5 This is on the basis that the decision being sought is essentially a gateway for individual decisions, albeit delegated, to then be taken on specific CPZ, Red Route and footway parking works if/when the specific locations have been decided upon. This is also based on the fact that a number of the strands of work set out in the report have already been commenced and should have had equalities considerations taken into account at the stage of approval. Further analysis on the likely impacts is provided in Appendix 3.

## 9 Use of Appendices

Appendix 1 Investment Delivery Programme 2021/22

Appendix 2 Consultation

Appendix 3 Further equality analysis

## 10 Local Government (Access to Information) Act 1985

- Haringey Transport Strategy
- Borough Plan
- Controlled Parking Policy

## Appendix 1 – Investment Delivery Programme 2021/22

Table 1: CPZ programme for 2021/22 part of £321,000 total budget for Borough Parking Plan) and £12.6k developer funding.

<b>Scheme Name or Location</b>	<b>Last Reviewed</b>	<b>Ward</b>
Hornsey South Review / Operations hours	2015	Hornsey
Green Lanes B CPZ Review Operations hours	2008	Haringey, St Ann's
Green Lanes A CPZ Review Operations hours	2000	Haringey, St Ann's
Muswell Hill South	New Area	Muswell Hill
Muswell Hill West Extension	New Area	Muswell Hill

Table 2: CPZ projects from 2020/21 £277,000 estimated carry forward into 2021/22 and £273.9k developer funding

<b>Scheme Name or Location</b>	<b>Last Reviewed</b>	<b>Ward</b>
Tottenham Hale North Event Day CPZ Review	2018	Northumberland Park
TED Review (Tottenham West)	2015	Northumberland Park, Tottenham Hale & White Hart Lane
Crouch End 'B' Review	2011	Crouch End
Crouch End 'A' Review	2011	Crouch End, Muswell Hill, Stroud Green & Hornsey
Alexandra Palace West CPZ	New Scheme	Alexandra
Seven Sisters CPZ Review	2007	Tottenham Green
Finsbury Park CPZ Review	2011	Stroud Green
Finsbury Park CPZ B Review	2011	Stroud Green

## Appendix 1 – Investment Delivery Programme 2021/22

<b>Scheme Name or Location</b>	<b>Last Reviewed</b>	<b>Ward</b>
Finsbury Park CPZ C Review	2011	Stroud Green
Wood Green Inner & Outer CPZ Review	2016	Woodside, Noel Park, Haringey, West Green, St Ann's, Alexandra, Bounds Green
Review of Hornsey North CPZ area including a review of Hornsey High Street	2017	Hornsey & Muswell Hill
White Hart Lane CPZ Review	2018	White Hart Lane
Fortis Green North CPZ	New Scheme	Fortis Green
Muswell Hill West CPZ	New Scheme	Fortis Green, Muswell Hill

Table 3: Reserve CPZ programme 2021/22

<b>Scheme Name or Location</b>	<b>Last Reviewed</b>	<b>Ward</b>
Tottenham North CPZ Review	2015	Northumberland Park
Bruce Castle CPZ Review to Extend into Tottenham West	2018	Northumberland Park
St Lukes	2018	Fortis Green & Muswell Hill
Stroud Green	2011	Stroud Green
Woodside New CPZ Area	N/A	Muswell Hill

Table 4: Red Routes programme for 2021/22 from £321,000 total budget for Borough Parking Plan)



## Appendix 1 – Investment Delivery Programme 2021/22

Location	Ward
Clarendon Road	Noel Park
West Road	Northumberland Park

Table 5: Footway parking review to be included within 2021/22 CPZ programme

CPZ Names	Number of roads with footway parking
Crouch End - CEA	6
Green Lanes A	1
Green Lanes B	7
Hornsey South	3
Seven Sisters CPZ	3
St Ann's	2
White Hart Lane	12
Wood Green Inner	2
Wood Green Outer	10
Total	46

Table 6: Footway parking review to be considered separately as locations not within 2021/22 CPZ programme (Streetspace Plan capital funding £100k from £5.1m total budget)

CPZ Name	Number of roads with footway parking
Alexandra Palace CPZ	2
Bounds Green East CPZ	1
Bruce Grove North (BGN)	4
Highgate HGA CPZ	1
Highgate Station (HG STA)	1
Seven Sisters South CPZ	2
South Tottenham	2
St Luke's CPZ	1
Stroud Green - SG	1
The Hale	2
Tottenham Event Day CPZ	16
Tottenham North CPZ	1
Tower Gardens Event Day CPZ (TGED)	5
Woodside West	1
UN-01	3
UN-04	1
UN-07	2
UN-08	6
UN-09	1



## Appendix 1 – Investment Delivery Programme 2021/22

UN-14	2
<b>Total</b>	<b>55</b>

Table 7: Contactless parking programme funded through £84,200 estimated carry forward from 2020/21 to 2021/22 (£294k total for 2020/21 and 2021/22)

## Phase 1

<b>Location</b>	<b>Ward</b>	<b>No Units</b>
West Green Road	St Ann's & Harringay	8
Wood Green Town Centre, including Turnpike Lane	Noel Park, Harringay & Woodside	22
Muswell Hill Broadway	Fortis Green & Muswell Hill	12
Crouch End		
Fortis Green Road		
Hornsey High Street	Hornsey	5
Tottenham High Road	Northumberland Park / Bruce Grove	2
Summerland Car Park	Muswell Hill	4
Crouch Hall Road Car Park	Crouch End	2
Woodstock Rd	Finsbury Park	1
Perth Rd	Finsbury Park	1
Princes Avenue	Muswell Hill	1
Bury Road Car Park	Noel Park	2
<b>Total Units</b>		<b>60</b>

Table 8: Contactless parking programme - Phase 2

<b>Location</b>	<b>Ward</b>	<b>No Units</b>
Westerfield Road Car Park	Tottenham Green	2
Garmen Road Car Park	Northumberland Park	2
Love Lane, Moselle Street, William Street, Whitehall street	Northumberland Park	3
Turnant Road	White Hart Lane	1
Upper Tollington Park, & Perth Road	Stroud Green	4
Lyndhurst Road and Myddleton Road	Woodside and Bounds Green	5
Tottenham High Road	Bruce Grove & Northumberland Park	9
Stoneleigh Road Car Parks (A, B & C)	Tottenham Hale	5
Highgate High Street	Highgate	2
Hawke Park Road, Whymark Avenue	Noel Park	3
Gathorne Road	Woodside	1

## Appendix 1 – Investment Delivery Programme 2021/22

Fairfax Road and Falkland Road	Harringay	3
Acacia Road N22	Woodside	1
Tynemouth Road	Tottenham Green	1
Park Lane	Tottenham Hale	1
Princes Avenue	Muswell Hill	1
Total Units		44

## Appendix 2 – Consultation

The various highways and traffic schemes developed through this works plan will be the subject of further consultation/ notification. The level of consultation/ notification will depend on the impact of the scheme on the local community. The three consultation/notification types are:

- Notification of works (All works) – residents and businesses of affected roads will be notified by letter drop on approval of the Parking Investment Plan. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction. Resident, traders and other interested parties will have the opportunity to approve/object to these proposals and these considerations will be taken into account before implementing the scheme.
- Full consultation – any high-profile schemes will be subject to full consultation which may include public events (where possible) and formal consultation questionnaires.

The Table below sets out the consultation process by scheme.

Scheme Name / Location.	Consultation Type		
	Notification	Statutory Notification	Full Consultation
Controlled Parking Zones			✓
Red Routes			✓
Removal of Footway Parking			✓
EVCP bays		✓	
Disabled parking bays		✓	
Minor improvements		✓	

## Appendix 3 – Further equality analysis

Key equalities implications for proposed new workstreams that may have a disproportionate impact on individuals from protected groups are considered below.

### **Controlled parking zones**

The proposal to consider introducing new CPZs, or reviewing controls to an existing CPZ, is likely to have a positive impact on residents of the CPZs, whether they share a protected characteristic or not. This is especially important in areas where parking pressures are high, allowing residents to have a chance of finding parking closer to their homes. Groups who may have greater reliance on travel by car (eg people with disabilities, older people, or parents with childcare commitments) may be disproportionately benefited by greater availability of parking in the vicinity of their homes. However, it is recognised that individuals from the same groups who may seek parking for non-residential purposes in these areas (eg as visitors or to use local amenities) may be negatively impacted by a resulting loss of non-residential parking. Disabled motorists who do not hold a Blue Badge may also be negatively impacted, as they will be unable to use residential parking or other general disabled parking bays.

However, the negative impacts are anticipated to be outweighed by the need to ensure that parking in the borough is carefully monitored and is available for use by those who need it the most in the specific area. The proposed decision therefore represents a proportionate means of achieving a legitimate aim. Schemes will also be individually planned and delivered in such a way as to minimise negative impacts that may arise, including careful consideration of equalities implications as part of the process.

### **Contactless parking payment offer**

The proposed roll-out of contactless payment for parking will offer greater choice of payment methods, especially benefitting those who do not carry a mobile phone or are less able to use mobile apps. This is likely to benefit those who are digitally excluded, including older people and individuals from lower income households (among whom those from BAME backgrounds are overrepresented), who may be less able to download and use mobile apps. The proposed measure therefore advances equality of opportunity by meeting needs of individuals from these protected groups.

### **Removal of footway parking**

Footway parking contributes towards an unpleasant walking environment and there is a national shift for it to be removed due to the impact it has upon our aging population and those with reduced mobility. The proposal to undertake works which will remove this parking will likely have a positive impact on protected groups by providing more space when using pavements, such as families with young children or disabled individuals, especially those using wheelchairs or who have reduced mobility. Removal of footway parking will make pedestrian routes more accessible, leading to greater use of walkways by all residents and visitors and advancing opportunities for individuals from protected groups to use these spaces freely.

### Appendix 3 – Further equality analysis

It is acknowledged that this measure may have a negative impact on those who are known to rely more heavily on travel by car, such as families with young children or disabled drivers, who may be impacted by the loss of parking. There will be parking provision nearby, but individuals may have to walk longer to access these. Other mitigation measures for disabled drivers, such as relocating disabled parking bays to positions as close as possible to the area where bays are being removed, or retaining them on the footway, will be considered on a scheme-by-scheme basis. Overall, the proposed decision represents a proportionate means of achieving a legitimate aim.

#### **Provision of disabled parking bays**

Improvements in our disabled parking provision, including upgrades to disabled parking bay sizes and extension of our disabled parking infrastructure, are set out in the separate Disabled Parking Action Plan report. A separate EQIA and detailed equalities comments have been prepared in relation to these proposals.

#### **Red Routes projects**

The proposed decision is to consider introducing Red Route restrictions in areas with known issues around illegal parking, antisocial behaviour and safety. The proposals, if taken forward, will help improve road safety as we are addressing antisocial practices, benefiting all residents. In particular, they will have a disproportionately beneficial impact on individuals in the Noel Park and Northumberland Park Wards, which both have rates of crime above the borough and London averages, and have higher numbers of individuals from lower-income households (among whom BAME groups are overrepresented). The proposed decision to consider introducing Red Route restrictions may therefore advance equality of opportunity by meeting the needs of these groups to address crime and antisocial behaviour in the area.

The benefits of introducing restrictions which prevent illegal parking and improve safety in the area are likely to outweigh the negative impacts of the loss of existing parking in the area, and therefore represent a proportionate means of achieving a legitimate aim. It is proposed that as schemes are developed the impact of these will be assessed on a case-by-case basis. Where these are found to be substantial in nature and require more detailed consideration, an EQIA will be prepared.

#### **Minor Improvements Programme**

A range of improvements are proposed, from provision of double-yellow lines around street corners, to providing dedicated parking bays for doctors and for motorcyclists. Provision of double yellow lines around street corners helps stop parking where pedestrians are very likely to cross. This has a positive impact on all pedestrians, including those from protected groups, advancing equality of opportunity for them.

It is anticipated that the provision of dedicated parking for doctors, or for motor cycles, is likely to involve the loss of residents' parking bays, which may disproportionately impact on protected groups who are more likely to rely on travel by car as previously discussed. However, this negative impact is outweighed by the need to achieve modal shift encouraging people from outside the area to walk, cycle

or use public transport while ensuring that medical professionals and other vehicle users are provided with adequate parking provision, therefore representing a proportionate means of achieving a legitimate aim. Equalities considerations for

### Appendix 3 – Further equality analysis

individual schemes will also be considered at the time of works being planned to understand the implications for affected groups and to plan for delivery in such a way as to minimise negative impacts that may arise.

#### **Other programmes not on the public highway**

It is proposed that as schemes are developed the impact of these will be assessed on a case-by-case basis. Where these are found to be substantial in nature and require more detailed consideration, an EQIA will be prepared.

#### **Impact of car-free developments**

Planning policy restricts residents of car-free developments purchasing residential parking permits, but they may purchase visitors permits. The negative impact on those residents' who live in these developments are outweighed by the need to achieve modal shift encouraging people from outside the area to walk, cycle or use public transport. Blue badge owners can park in disabled bays provided within these developments and in the surrounding road network in residential parking bays.

#### **Summary**

The aim of the Parking Investment Plan is to manage parking including its change of use to encourage a shift to more sustainable modes of transport, thereby delivering improvements to the health of Haringey residents. The Investment Plan will result in improved air quality, greater road safety, and easier parking in residential areas for people who rely on private car use for reasons relating to care needs or responsibilities or reduced mobility.

Improvements in air quality are likely to benefit older people, younger people, those with disabilities and/or long-term health conditions, and BAME communities who are overrepresented among residents of areas with high levels of air pollution. Greater road safety is likely to benefit young people and residents with disabilities and/or health conditions. Easier residential parking is likely to benefit women, people with disabilities and/or long-term health conditions, pregnant women, and mothers of young children.

The decisions sought also relate to Haringey Council's Transport Strategy, which was approved by Cabinet in March 2018 and was accompanied by an EQIA.

**Report for:** Cabinet 9 March 2021

**Title:** **Disabled Parking Action Plan**

**Report authorised by:** Stephen McDonnell, Director of Environment and Neighbourhoods

**Lead Officer:** **Ann Cunningham**, Head of Highways and Parking  
[ann.cunningham@haringey.gov.uk](mailto:ann.cunningham@haringey.gov.uk), 0208 489 1355.

**Ward(s) affected:** All

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

## **1. Describe the issue under consideration**

- 1.1 Parking provision, including the national 'Blue Badge' scheme is intended to aid those with disabilities, makes a considerable contribution to the independence and social inclusion of disabled residents. The Blue Badge scheme provides a range of on-street parking concessions, providing free parking without a time limit in otherwise restricted environments. The scheme also allows parking for up to 3 hours on yellow line restricted streets, unless a loading ban applies. These concessions exist to help those who qualify under the scheme to park close to local services and facilities. In addition, local authorities are required to provide disabled parking bays that may be used solely by holders of Blue Badges.
- 1.2 There is variation in the disabled parking concessions offered by local authorities. Those concessions are determined by local transport conditions, with some authorities providing the statutory minimum with others providing concessions well beyond those requirements.
- 1.3 Haringey's disabled parking offer exceeds statutory requirements. A significant change to policy was implemented in 2019, which introduced dedicated disabled parking bays. This was supported by an additional eligibility criterion, making it easier for those with severe mobility restrictions to access the service. Further improvements were identified and agreed in 2020 following the Environment and Community Safety Scrutiny Panel review – Blue Badges and Supporting Better Access to Parking for Disabled People.
- 1.4 This report consolidates all service improvements, which are set out in Appendix 1. The report sets out the highlights and proposes further changes.

## **2. Cabinet Member Introduction**

- 2.1 I am pleased to advise Cabinet colleagues of the range of improvements being made to the delivery of disabled parking services in Haringey. Those

improvements, supported by the ongoing investment in the service, will make a real difference to the lives of many disabled residents.

- 2.2 The Disabled Parking Action Plan is informed through feedback from disabled motorists and their representative groups either directly with me as the Cabinet Lead, with the service or through the excellent work undertaken by the Environment and Community Safety Scrutiny Panel. This is not our final position. I will be regularly reviewing progress on the actions set out in the Appendices to this report, as well as continuing to seek feedback from users to ensure that our services remain fit for purpose.

### **3 Recommendations**

- 3.1 It is recommended that Cabinet:

- i) Agrees that Blue Badge Holders awaiting the replacement of a stolen Blue Badge are exempt from the parking restrictions for up to 3 weeks;
- ii) Agrees the increase in length of existing disabled parking bays to 6.6 metres to achieve consistency with any new disabled parking bays that are provided and compliance with the Traffic Signs Regulations and General Directions 2016; and
- iii) Gives delegated approval to the Head of Highways and Parking:
  - To make decisions relating to scheme design and implementation;
  - To carry out consultation;
  - To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
  - To make traffic management orders, where there are no valid objections.

### **4 Reasons for decision**

- 4.1 The Council has a statutory obligation to provide disabled parking facilities and to effectively manage the local delivery of the national Blue Badge scheme. This needs to be done in a manner that is meaningful and meets the requirements of disabled people.
- 4.2 This Disabled Parking Action Plan, including new proposals, will improve the service offer and ensure the delivery of a compliant and fit-for-purpose service.

### **5 Alternative options considered**

- 5.1 Disabled parking provision will be kept under constant review to ensure that the parking needs of disabled residents and visitors are met. The consolidated Disabled Parking Action Plan is comprehensive, and no other options were considered at this point in time.

### **6 Background information**



- 6.1 Disabled parking provision can make a significant difference to those with disabilities, allowing them to park near their home, workplace or other areas of interest. The Action Plan focuses on the following areas:
- On-street infrastructure;
  - Blue Badge scheme;
  - Fraud reduction;
  - Communications.

**Environment and Community Safety Scrutiny Panel report on Blue Badges and Supporting Better Access to Parking for Disabled People**

- 6.2 On 5<sup>th</sup> March 2020, the Environment and Community Safety Panel received a draft report entitled “Scrutiny Review – Blue Badges and Supporting Better Access to Parking for Disabled People.” That draft report was then considered by the Overview and Scrutiny Committee on 22<sup>nd</sup> June 2020 which submitted a final version of the report to Cabinet for its consideration.
- 6.3 At its meeting on 13<sup>th</sup> October 2020, Cabinet noted the outcome of the review and provided its responses to the 21 recommendations from the Overview and Scrutiny Committee. Whilst those recommendations and the responses are as set out in Appendix 2 of this report by way of background context, this report seeks to clarify the actions being taken to deliver on Cabinet’s commitment to those responses, including its investment in parking provision for the disabled in 2021/22. Where there is a specific link in this report to a Cabinet commitment, this will be signified accordingly (e.g. “Scrutiny Review Recommendation 14”)

**Disabled parking bays**

- 6.4 There are circa 1700 disabled parking bays on the public highway across Haringey, which represents a significant percentage of kerbside parking bays. The majority of these are general disabled bays (which can be used by any Blue Badge holder). Although Blue Badge holders may also park without time limit in residential, shared use and paybyphone parking bays, provision for additional general disabled parking bays is still made, where required, especially in town centres, near health centres and other places of interest or amenity.
- 6.5 The Traffic Signs Regulations and General Directions (TSRGD), a Statutory Instrument last amended in 2016, identify that disabled parking bays should be a minimum of 6.6 metres where they are provided parallel to the kerb, which is normal practice. This length allows access to the rear of the vehicle (for example for wheelchair access) and free passage between parked vehicles. The minimum width should be 2.7m, although in practice, disabled parking bays are generally provided to the same width as standard bays, due to restrictions in road width.

**Dedicated disabled parking bays (Scrutiny Review Recommendations 2 and 3)**

- 6.6 Since 2019, the Council has been providing dedicated disabled parking bays for applicants who require a dedicated space outside their home or place of work. These spaces are for the exclusive use of one vehicle, whether owner or registered carer. They are aimed to support independent living for those who

cannot travel far and are implemented where applicants meet the Council's criteria (which may include undergoing an independent assessment).

- 6.7 Approximately 40 out of the 1700 disabled parking bays are currently dedicated disabled bays. These dedicated disabled parking bays are either bays that are provided as new or have been converted from a general disabled parking bay to meet the individual's need. To date, an additional 50 spaces have been consulted upon with more requests coming to the Council for consideration.

**Upgrading of disabled parking bays**

- 6.8 The majority of disabled parking bays have been provided at 5.5m in length. However, there are instances where these have been provided at 6.6m in length when requested to meet the individual's needs.
- 6.9 Whilst some progress has been made in extending the length of existing disabled parking bays, at least 85% of all such existing bays are yet to be upgraded. £200k is allocated in the Capital Programme for 2021/22, as presented to Cabinet on 9<sup>th</sup> February 2021 to upgrade all other disabled parking bays to 6.6m in length as part of a dedicated programme. This work should be complete by the end of the 2021/22 financial year (Scrutiny Review Recommendation 15).
- 6.10 It should be noted that, in most cases, these bays have been provided adjacent to other types of parking bays or waiting and loading restrictions. Any changes to increase the length to 6.6m will likely reduce adjacent provision. For this reason, confirmation will be sought that each existing disabled parking bay is still required as this is not always the case. For any existing disabled parking bay for which the original provision no longer applies, an assessment will be undertaken to determine if it can be used to serve local amenities or be otherwise re-purposed. A phased approach is recommended to help speed up the programme and deliver the changes where they are most needed first, taking into account other work programmes planned for the same areas (Scrutiny Review Recommendation 15).
- 6.11 It is proposed that this increase is progressed via a statutory consultation with properties close to the affected bay/s informed of the proposals, including how they can object.
- 6.12 **Where new dedicated disabled parking bays are provided**  
At present, each applicant is given the option to request a longer bay, i.e. 6.6m. This offer is made clear in the application process and is actioned unless it cannot be safely accommodated. The application process will be amended, and all dedicated bays will be implemented at 6.6m, subject to the outcome of the statutory consultation process. Where dedicated bays have already been provided at 5.5m, similarly increasing these to 6.6m will be covered under the next phases.
- 6.13 **General disabled parking bays provided outside amenities**  
These include bays provided near shopping areas, doctors' surgeries, libraries, community centres, etc. The number of bays provided near an amenity currently

stands at circa 120. These bays could at any time be used by someone with a wheelchair and would therefore also need to meet the 6.6m length requirement, as they need to cater for the needs of all Blue Badge holders. This will allow especially those using a wheelchair additional space to move between the vehicle and the footway. Where these bays do not comply with the 6.6m length (the majority will not comply unless a previous request led to it being lengthened), they will all be increased to 6.6m and dropped kerbs provided where none exist. This will be subject to an assessment being undertaken for each site to ensure the change can be safely accommodated and the outcome of the statutory consultation process.

**6.14 General and dedicated disabled parking bays located in residential areas where new controlled parking zones (CPZ) or change in operation hours of existing CPZs are being proposed for 2021/22**

When the consultation on these is undertaken, the information sent to all premises within the CPZ boundary will include two specific pieces of information. Firstly, it will provide information on the Council's offer of dedicated disabled parking bays to help support residents who cannot travel far to their vehicle and provide information on how they can apply for one. Secondly, it will state that all disabled parking bays (both general and dedicated) will be increased to 6.6m to conform to the regulations, subject to an assessment being undertaken for each site to ensure the change can be safely accommodated. The changes to the disabled parking bays will be subject to a statutory consultation process separate from any consultation undertaken on proposals for the operation of the CPZs.

**6.15 General and dedicated disabled parking bays in residential areas not covered under the above phases**

Where these bays do not comply with the 6.6m length (majority will not comply unless a previous request led to it being lengthened), they will all be increased to 6.6m. This will be subject to an assessment being undertaken for each site to ensure the change can be safely accommodated. All changes to the bays will be subject to a statutory consultation process. As part of the notification during the statutory consultation process, all properties near where disabled bays are located will be informed of the proposals, including how they can object. The letter will also inform them of the dedicated disabled parking bay offer and how they can apply for one.

**Blue Badge Scheme**

**6.16 Many of the improvements under way relate to the delivery of the Blue Badge Scheme. The Scrutiny Review: Blue Badges and Supporting Better Access to Parking for Disabled People highlighted many changes that were needed to improve access to those services.**

**6.17 The current multi-organisational delivery of this service can present challenges with delays and the perception of a lack of responsiveness. Improvements have already been made to the handling of assessments to determine eligibility, with a move to desk-based assessments where possible conducted by expert assessors employed by the Whittington Trust (Scrutiny Review Recommendations 8, 9, 20 and 21). This limits face-to-face appointments by**

those same assessors to situations where eligibility simply cannot be determined without a mobility assessment. This arrangement was trialled to ensure some continuity of service during the Covid-19 restrictions.

- 6.18 This improved application handling times, whilst limiting inconvenience to applicants. Following this successful trial desk-based assessments will continue to be used where possible post pandemic. Improved communication and explanation of process has also improved face-to-face mobility assessments. Applicants are now better prepared for their assessment, ensuring a better use of time and resources, avoiding the need for rescheduled appointments.
- 6.19 Mobility assessments are currently undertaken in Bounds Green and Wood Green where Whittington Trust colleagues have the necessary infrastructure in place. Whilst those centres are quite centrally located, work will progress with Whittington Trust to identify an additional site in the east of borough.
- 6.20 The implementation of a Blue Badge 'Case Management System' (CMS) will also improve service delivery, allowing online payments as well as other improvements. Enhancements shall be made to this system to keep abreast of any further changes that may be made to the Blue Badge scheme.

**Blue Badge - fraud reduction**

- 6.21 The Blue Badge scheme allows a wide range of parking concessions. The demand for Blue Badges has increased significantly. The scheme was introduced to improve access for disabled motorists, especially those with very limited mobility. However, the substantial monetary value of a Blue Badge has, in many ways, contributed to both increasing demand and abuse or misuse of the scheme. The misuse of Blue Badges undermines the benefits of the scheme, impacts upon local traffic management, has significant cost implications for local authorities and creates hostility amongst other Blue Badge holders and members of the public, including residents from areas of high parking pressure.
- 6.22 Abuse can occur from the point of the initial application, where individuals who do not meet the criteria set out in associated legislation can access the service. Local authorities are required to adopt a robust assessment process. Abuse also includes theft and illegal duplication, as well as misuse by family members. The level of abuse on street is extensive and, like most boroughs, much work is required to combat this problem.
- 6.23 The Council is reducing the opportunity of theft of those badges through the companion badge scheme, soon to be replaced with a free virtual residential parking permit (Scrutiny Review Recommendation 10). Most Blue Badge theft occurs at night when vehicles are parked outside residential properties. Blue Badges that are stolen are cancelled immediately on notification, with inspections undertaken by the parking service, as well as through joint operations with the police.

- 6.24 The new parking IT system will allow civil enforcement officers (CEOs) to carry out checks on Blue Badges through the new mobile software, increasing the opportunity to identify and seize badges being misused. This will also involve the immediate issue of a penalty charge notice (PCN) and, where possible, the removal of the vehicle in order to confiscate the badge (Scrutiny Review Recommendation 9).
- 6.25 The replacement of stolen badges takes at least two weeks. The parking service has informally offered exemptions from parking restrictions to badge holders awaiting a replacement badge for up to three weeks. It is now proposed that this arrangement is formalised and communicated more widely. This will, in most instances, involve one point of contact by the motorist who owns their own vehicle. Alternative arrangements will be developed for situations where multiple vehicles may be used to transport a Blue Badge holder who does not drive.
- 6.26 Back office resources are also being increased to allow follow-up investigations of instances of misuse and to build capacity to progress prosecution of perpetrators, which should act as a clear deterrent.

#### **Communications**

- 6.27 A communications plan has been developed to raise awareness of the disabled parking offer, ensuring that those entitled to support can access it. The plan will also cover fraud and abuse raising awareness of the impact.

#### **Cycle lanes**

- 6.28 Many disabled people cycle, some using non-standard cycles; some find cycling can be easier than walking, and a way to be independent, fit and healthy. Inaccessible cycle infrastructure is the biggest difficulty faced by disabled cyclists (Wheels for Wellbeing, Annual Survey 2018). Ensuring cycle infrastructure is accessible and meets the needs of disabled cyclists was cited as the most effective way of encouraging more disabled people to cycle.
- 6.29 To address poor air quality and improve health and wellbeing, it is important to reduce private car journeys through Haringey, allowing the space on the roads for other modes, whilst retaining space for essential journeys and for those who cannot travel by other means like some disabled people.
- 6.30 Keeping mandatory and advisory cycle lanes free from parked vehicles and as wide as possible helps to encourage their use and thus more fully support an 'active travel' approach. Cycle lanes also need to be safe to use so this means removing the risk of collision, both from vehicles entering/exiting cycle lanes and from doors opening in front of oncoming cyclists (dooring).
- 6.31 It may therefore not always be practical to introduce standard cycle lanes on roads on which disabled parking bays are already provided. The safety of both the disabled driver/passenger as well as the cyclist (who themselves could be disabled) must be considered. Some disabled people may need to open the car door fully to safely leave their vehicle. This may increase the risk of a collision with an approaching cyclist, especially if they cannot turn fully to see behind

them before opening the door and therefore unable to provide adequate warning to the cyclist to allow them time to stop if they cannot safely pass them.

- 6.32 In order to address this issue, if a disabled parking bay will be affected by any cycle lane proposal, an assessment needs to be made on the practicality of the bay's relocation. If the bay is regularly used, moving the bay to the nearest side road may not be a viable solution for the disabled driver. Where an alternative location is not possible then consideration should be given to widening the cycle lane locally to allow room for a cyclist to pass the vehicle safely - including room for the door opening. There may be instances when a compromise needs to be made. This needs careful thought and an Equality Impact Assessment undertaken on the proposal, taking into account the Council's Public Sector Equality Duty ('PSED') under the Equality Act 2010.

## 7 Contribution to strategic outcomes

- 7.1 The Disabled Parking Action Plan supports three themes within the Borough Plan 2019-2023 – People, Place and Economy.

- 7.2 **People Theme:** Our vision is a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The availability of Blue Badges and access to parking will contribute to specific Outcomes within this theme including:

- All children and adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities through safe and efficient access to disabled parking.

- 7.3 **Place Theme:** A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The Disabled Parking Action Plan will contribute to specific Outcomes within this theme including:

- A cleaner, accessible and attractive place – improved access to disabled parking services.
- A proud resilient, connected and confident place- improved access to disabled parking services.

- 7.4 **Economy Theme:** A growing economy which provides opportunities for all our residents and supports our businesses to thrive. The Disabled Parking Action Plan will contribute to specific Outcomes within this theme including:

- A borough where all residents have access to training and skills development opportunities and more people are supported into work - e.g. the issuing of Blue Badges and provision of disabled parking bays allows disabled motorists access to training, education, and employment.

## 8 Statutory Officers comments

### 8.1 Finance Comments

- 8.1.1 This report sets out the proposed expenditure for the 2021/22 Disabled Parking Action plan

8.1.2 The cost of delivering this action plan is estimated at £200k and has been included within the Council's approved Capital Programme as agreed by Council at its budget setting meeting of the 1<sup>st</sup> March 2021.

8.1.3 The revenue costs of the proposed investment are budgeted for in the MTFS as agreed by Council at its budget setting meeting of the 1<sup>st</sup> March 2021.

## **8.2 Procurement comments**

Not applicable.

## **8.3 Comments of the Head of Legal and Governance (Monitoring Officer)**

8.3.1 The Head of Legal and Governance (Monitoring Officer) has been consulted on the content of this report.

8.3.2 The Council has a statutory obligation to provide disabled parking facilities and to effectively manage the delivery of the national disabled Blue Badge scheme. It is intended that the proposals set out in this report undergo the necessary statutory consultation. As long as the statutory consultation is undertaken and due consideration given to representations made the decisions within this report are in accordance with the law, and the Council would be entitled to carry out those proposals. There is no legal reason why Cabinet cannot make the decisions set out in this report.

## **8.4 Equality comments**

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

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

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

8.4.3 The proposed upgrade of our disabled parking offer will improve transport facilities for disabled people by ensuring that parking bays are prioritised for their use, allowing them to keep and use a vehicle and giving them the freedom required to travel and access work and all other facilities that could not be accessed without this facility.

- 8.4.4 However, there is potential for the upgrade of disabled parking provision to impact negatively on groups with other protected characteristics, including women with young children or other caring responsibilities and elderly residents, by reducing the levels of non-disabled parking available for residential and leisure purposes. This may also negatively impact on relations between disabled residents and their neighbours or other road users, who may have increased levels of dissatisfaction.
- 8.4.5 The Equality Impact Assessment appended to this report sets out a detailed analysis of the equalities implications for changes to disabled parking provision, including mitigating steps we will take to reduce the impact of the works on individuals from other protected groups, and to foster good relations between disabled individuals and others.
- 8.4.6 Works to improve the administration of Blue Badge applications by moving primarily to desk-based assessments have already been initiated and are ongoing. These will improve application handling times, allowing disabled motorists who are entitled to a Blue Badge to receive this assistance in a timely fashion.
- 8.4.7 Mobility assessments are undertaken by employed assessors Whittington Trust in centres in Bounds Green and Wood Green (in central Haringey). The location of these assessment centres may negatively impact on disabled residents from the East of the borough who may have difficulties travelling to these locations and therefore struggle to attend an assessment necessary to obtain a Blue Badge. Given that residents of wards in the East of the borough are also more likely to be from lower-income households and/or more likely to be members of BAME communities, maintaining assessment centres located in central Haringey alone may disproportionately impact on individuals from these protected groups.
- 8.4.8 It is noted that the Council plans to work with Whittington Trust partners to identify an additional site in the East of the borough. This will help address the potential existing inequalities of current assessment arrangements.
- 8.4.9 The report proposes to formalise the Council's existing process of providing a three-week exemption from parking restrictions for individuals whose Blue Badges have been stolen while awaiting their replacement badge. The objective is to ensure that disabled motorists are not adversely impacted as a result of being targeted by criminals. The formalisation of the existing informal approach will ensure that the Council is treating all disabled motorists with a Blue Badge equally.
- 8.4.10 The communications plan which has been developed to raise awareness of the Council's parking offer will have the effect of promoting the rights of disabled residents by ensuring that those who are entitled to support know about it and can access it. It will also raise wider awareness about disability provision for non-disabled residents.



- 8.4.11 Continued roll-out of the communications plan will help us satisfy our duty under the Public Sector Equality Duty to foster good relations between disabled individuals and those with other or no protected characteristics. It will encourage better understanding of types of disabilities, the impact that they have on residents, and how our disability parking provision will help these residents to become more independent and engaged in public life.
- 8.4.12 The report proposes that, where cycle lanes are proposed that may affect disabled parking bays, extensive consultation will be undertaken, including of affected disabled car users, and bays will be relocated if possible. If not, an Equality Impact Assessment of the specific decision will be undertaken to assess the implications of associated works, including disabled motorists and disabled cyclists.
- 8.4.13 The proposed approach will ensure that the Council has given sufficient careful consideration of the impacts that cycle lane works will have on road users or cyclists with any of the protected characteristics, ensuring that any potential adverse impacts on protected groups have been identified and appropriate mitigations have been identified.

## **9 Use of Appendices**

Appendix 1 - Disabled Parking Action Plan

Appendix 2 – 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee ‘Blue Badges and Supporting Better Access to Parking for Disabled People’ review recommendations

Appendix 3 – Equality Impact Assessment

## **10 Local Government (Access to Information) Act 1985**

Blue Badge and Disabled Bay – Operational Review

The report on Blue Badges and Supporting Better Access to Parking for Disabled People.

Scrutiny Review: Blue Badges and Supporting Better Access to Parking for Disabled People.

This page is intentionally left blank

## Disabled Parking Action Plan

Action	Responsibility	Start	End	Notes
Introduce dedicated disabled parking bays	Head of Highways and Parking	January 2020	Complete	Policy agreed by Cabinet and dedicated bays being installed on an application basis as business as usual.
Review the eligibility criteria for disabled parking bays.	Head of Highways and Parking	January 2020	Complete	New eligibility criteria by Cabinet. This now includes a criterion for those with severe mobility issues who are not in receipt of disability benefits.
Introduce an appeal process for unsuccessful disabled parking bay applicants.	Head of Highways and Parking	January 2020	Complete	A new appeals process agreed by Cabinet.
Monitor the take up of dedicated disabled parking bays to ensure appropriate access for Blue Badge holders at places of interest and in town centres.	Parking Schemes team	July 2020	Ongoing	<p>This is now monitored through monthly service KPIs. This includes new applications as well as conversion of existing disabled parking bays to dedicated bays.</p> <p>The review of parking provision also ensures an adequate provision of non-exclusive disabled parking bays in commercial areas and at places of interest.</p>

Action	Responsibility	Start	End	Notes
Upgrade all non-exclusive disabled parking bays to new size dimensions.	Head of Highways and Parking	April 2021	End of March 2022.	- Subject to Cabinet approval in March 2021.
Raise awareness of the disabled parking bay service	Customer Services / parking and Traffic Schemes teams	December 2020	Ongoing	The communication plan will raise awareness of the service offer. Information on the dedicated disabled parking bay service in Blue Badge award letters and in CPZ (including reviews) and traffic scheme consultations.
Monitor the handling of Blue Badge applications and performance agreed against service standards.	Customer Services + Parking Services	Ongoing	Ongoing	Data is being gathered as part of service KPIs and monitored monthly. This allows a clear understanding of issues impacting on performance allowing remedial actions to be taken.
Ensure that Blue Badge applicants can speak directly to the appropriate case officer.	Customer Services	October 2019	complete	The telephony system adjusted to allow applicants direct access the relevant team.
Proactive enforcement of Blue Badge fraud with the police.	Parking Operations Manager	December 2020	Ongoing	Blue Badge fraud investigations are undertaken by the service and where possible this involves police support. This will continue.

Action	Responsibility	Start	End	Notes
Pursue prosecutions of the fraudulent use of disabled blue badges.	Parking service managers		April 2021	This will be done in conjunction with Internal Audit. The new parking operating model will increase capacity to support this work.
Allow Blue badge holders 3-week exemption from parking restrictions whilst awaiting their replacement badge.	Head of Highways and Parking	April 2021	April 2021	Subject to Cabinet Decision in March 2021.
Review of Blue Badge letters and communications to residents	Parking service managers	Ongoing	Ongoing	All letters are being reviewed.
Improve information to residents on the operation of the Blue Badge scheme.	Parking service managers	Ongoing	Ongoing	The communication plan will support this. In addition, the national explanatory leaflet is sent to all new Blue Badge holders, with their new badge. The award letter sets out local variations to the scheme.
Raise awareness of the new hidden disabilities qualification criteria for Blue Badges.	Parking service managers	Ongoing	Ongoing	Information will be made available on the Council's website and through Department for Transport campaigns.
Publicity campaign around parking illegally in disabled parking bays	Parking Service Business Manager.	Ongoing	Ongoing	A communications plan has been developed including infographics shared on social media.

Action	Responsibility	Start	End	Notes
Whittington Trust appointment letter designed more in line with Haringey's branding	Parking service managers.	August 2020	October 2020	The letter was redesigned in the summer of 2020.
Look at the feasibility of a <b>strategic partnership forum</b> with key stakeholders, including the Council, the Whittington Trust, the police and the DfT	Parking Service Business Manager.	April 2021	Ongoing	This will be explored further in 2021. The Covid-19 crisis may impact on delivery times.
Electronic transfer of applications to Stuart Crescent	Parking Service Business Manager.	August 2020	February 2021	The Council's Digital Services are developing solutions and it is expected that this will be complete by the end of February.
Raise awareness of the Companion Badge scheme	Head of Highways and Parking	February 2021	July 2021.	Companion Badge holders will be advised that of the new free virtual residential permit offer. This will be done in conjunction with the rollout of the new parking IT system.
Blue Badge online access and online payment through Haringey's website	Head of Highways and Parking	Ongoing	March 2021	A new Case Management System is developed and will be implemented by March 2021.

Action	Responsibility	Start	End	Notes
Blue Badge assessment centre in the east of the borough – continue to explore options	Parking Service Business Manager.	Ongoing	Ongoing	The Council will work with the Whittington Trust to identify a suitable assessment centre in the east of the borough. The Covid-19 crisis may impact on timelines for the delivery of the facility.

This page is intentionally left blank



Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
1.	Cabinet to give consideration as to how future Scrutiny Reviews could be best supported and common timelines agreed that allow Scrutiny to carry out its investigative work fully.	Agreed.
2.	<p><u>Disabled Bays and Provision of Dedicated Disabled Bays</u></p> <p>That Cabinet undertake to monitor the implementation and conversion of dedicated disabled bays going forward, with particular focus on the impact on the overall availability and distribution of disabled parking bays.</p>	<p><b>Agreed.</b> The Cabinet agreed a series of recommendations arising from the Operational Review of Disabled Blue Badges and Disabled Parking Bays in September 2019. This included the introduction of dedicated disabled parking bays, an additional eligibility criterion that allows qualification subject to further assessment and an appeals process for applicants who application has been unsuccessful.</p> <p>Demand for dedicated disabled parking bays will be continually monitored to ensure an adequate and proportionate disabled parking provision borough wide.</p> <p>It may also be helpful to note that the disabled Blue Badges offers concessions in Haringey beyond the national scheme and can be used for unlimited time in residential, shared use and paybyphone parking bays, as well as for three hours on single yellow lines.</p>
3.	That Cabinet reconsider the eligibility criteria for disabled bays and the use of automatic entitlement based upon whether the person is in receipt of higher rate/enhanced rate benefit payments.	<p><b>Agreed.</b> The eligibility criteria for dedicated disabled parking bays has been extended to include an entitlement subject to further assessment. This brings the assessment process for dedicated disabled parking bays more in line with the national disabled Blue Badge scheme. Applicants with severe mobility restrictions may be assessed by Experts</p>

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
		Assessors to determine eligibility. Those assessments are undertaken by the Expert Assessors who deal with disabled Blue Badge assessments and are structured in a manner that covers eligibility for both services if required. This reduces bureaucracy and the need to multiple assessments for those services.
4.	<p><u>Applying for and renewing a Blue Badge</u></p> <p>That Cabinet undertake to explore ways of ensuring that online payments can be made for Blue Badges. At present the £10 administration fee can only be paid via cheque which causes unnecessary delays. This may require engaging with the DfT and seeking changes to the government website. It is suggested that Local Members of Parliament could be engaged on this issue and their influence sought.</p>	<p><b>Agreed.</b> It is recognised that the Department for Transport (DfT) disabled Blue Badge system while adequate in handling applications, does not support modern service delivery.</p> <p>As part of the Parking Transformation Programme, a new parking Management IT system has been commissioned and is expected to be implemented by the end of this calendar year. The service has taken the opportunity to include the development of a new Disabled Blue Badge Case Management System (CMS) as part of that procurement. This new system will allow online access as well as online payments.</p>
5.	That provision be put in place for Blue Badge applicants to be able to speak to the Concessionary Travel team directly.	<p><b>Agreed.</b> This arrangement is now in place and the telephony system allows applicants direct access to the officers dealing with their applications.</p>
6.	That Cabinet explore ways in order to make the process of applying, renewing and being assessed for	<p><b>Agreed.</b> Currently there are two ways of applying, renewing or replacing a Blue Badge.</p>

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
	<p>a Blue Badge more streamlined and less disjointed. Specifically, the Panel would like Cabinet to consider:</p> <ul style="list-style-type: none"> <li>• Whether regular updates could be provided to applicants on the status of their application?</li> <li>• Whether this could be automated?</li> <li>• Ensuring that applicants can upload documents online.</li> <li>• That provision of an automatic renewal reminder email/letter to Blue Badge holders at the appropriate point, be explored?</li> </ul>	<p>The Blue Badge Application Service is an electronic application service commissioned by the Department for Transport (DfT) and hosted through the gov.uk platform. This service allows applicants to renew or request a replacement badge or submit a new application. This service was implemented in January 2018 and is intended for use by all Local Authority (LA's) in England &amp; Wales. Haringey also retained the paper-based application process.</p> <p>The new Haringey Blue Badge CMS will allow applicants to renew, request replacement badges or submit a new application through the Haringey website.</p> <p>The CMS will allow a status update to be sent to applicants by email. The new CMS will provide an enhanced service, including reminder letters, as well as a link to prompt online payment by credit or debit card once the application is accepted. This will make the process less disjointed and more streamlined.</p> <p>Blue Badge applicants currently have the option of uploading the supporting evidence requested via the DfT Managed Blue Badge Service on the Gov.Uk platform and will also have this option when the Blue Badge CMS is implemented. Work is also under way to provide direct access to Department for Works and Pensions (DWP) data to assist with the administration of the Disabled Blue Badge scheme. This is being led by the Local Government Data Sharing Transformation team.</p>

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
7.	That the Cabinet Member should have a greater oversight of the overall process from start to finish. The Cabinet Member should receive regular performance monitoring updates from the different areas and an action plan should be developed to improve monitoring and ensure delays are minimised.	<p>It is the intention to share this information through Searchlight which most Local Authorities already use. While due to associated sensitivities, access to this data will not be rolled out to all Customer Service staff. We do have nominated staff within the parking client service can access the data.</p> <p>In practice this will mean that applicants receiving Personal Independence Payment (PIP) and Disability Living Allowance (DLA) who are likely to have an automatic entitlement to either a Disabled Blue Badge, or a dedicated disabled parking bay will not have to supply any documentation.</p> <p><b>Agreed.</b> The service monitors the overall performance of this service and arrangements will be reviewed to also measures each component part of the process. This will help identify weaknesses or failures at any part of the process. This information can be shared with the Cabinet Member as well as any measures being undertaken to rectify underperformance.</p>
8.	That the Cabinet Member undertake to arrange a quarterly strategic partnership forum with key stakeholders, including the Council, the Whittington, Police and DfT to ensure that the overall journey is streamlined and made more accessible. This would also provide a partnership level forum to address Blue Badge related crime as per Recommendation 11.	<p><b>Agreed.</b> The role that this strategic partnership could play is recognised. Discussions are underway with partner organisations to understand the viability of establishing this forum.</p>
9.	<u>Enforcement and Blue Badge related crime</u>	

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
	<p>That the Council should prioritise tougher enforcement of Blue Badge fraud in order to ensure that those with genuine mobility issues are able to use their vehicles. Training should be provided for Enforcement officers and processes put in place so that any Blue Badge identified by a CEO was inspected and the badge holders' details cross referenced with the back office for possible misuse. The Panel heard evidence from Bromley that this could take as little as 30 seconds.</p>	<p><b>Agreed</b></p> <p>The service has undertaken enforcement of the fraudulent use of disabled Blue Badges for a number of years. Those operations are led by service experts supported where necessary by Police and Civil Enforcement Officers (CEOs). Those operations involve proactive onsite investigation of Blue Badge usage, as well as the investigation of irregularities reported by CEOs and residents.</p> <p>Further training can be provided to CEOs who already play a role in identifying potential abuse. The functionality of the new IT system will allow validation of Blue Badges using the handheld software, which will link into the national database. We are mindful that all disabilities are not visible, and we therefore seek to adopt an appropriate degree of sensitivity in handling such matters.</p> <p>While identification of the abuse can be done by CEOs, dedicated resources are required in the back office to deal with all follow up actions which can be quite complex. The new operational model being designed and delivered as part of the parking transformation programme will increase capacity across the service and will support increased enforcement in this area.</p>

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
10.	Consideration should be given to how the Council, working with police and partners, could support the rollout of theft prevention devices for Blue Badges.	<b>Agreed.</b> The service can raise awareness of the availability of theft prevention devices and how they may be purchased, as part of an overall campaign to raise awareness of the scheme, as well as reducing abuse and its associated crime. The new free virtual residential parking permit being issued to Blue Badge Holders will also help reduce theft of badges.
11.	The Panel received evidence that these were particularly effective and cost between £30 & £40. Cabinet should consider whether providing these was cheaper than the administration costs associated with replacing a stolen Blue Badge.	<b>Not agreed.</b> An analysis of costs has been undertaken. The cost to the Council in providing theft reduction devices would exceed current service costs. Current funding limitations need to be considered, as well as the fact the disabled Blue Badge service is not a means tested service. As a consequence, many badge holders will have the resources required to purchase those devices, if required.
12.	That the Council works closely with the police to reduce proliferation of Blue Badge related crime. The Panel received evidence that Blue Badge theft from vehicles has risen over 600% in the last three years. It is suggested that the Community Safety Partnership could examine this issue as part of its work programme for 2020/21.	<b>Not agreed.</b> The Council already works with the police on misuse of Disabled Blue Badges and this is done in the context of many priorities. Investigating Blue Badge theft does not connect with the terms of reference of the Community Safety Partnership as their role is mainly strategic. However, the establishment of the quarterly strategic partnership forum that will include police representatives would also serve to ensure that the impact of blue badge related of crime is continually raised.

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
13.	<p>A) That the Council explores the feasibility of issuing virtual permits instead of Companion Badges. Cabinet should also ensure that provision of paper applications is retained on some level in order to ensure residents without access to IT are not unduly disadvantaged.</p> <p>B) The Cabinet Member should engage with other Boroughs that have implemented virtual permits to see what lessons can be learnt. Engagement should also be sought with the Mayor's Office and London Councils to encourage adoption at a pan-London level and explore the feasibility of having a more integrated system across London.</p>	<p><b>A) Agreed.</b> The decisions arising from the recent review of parking fees and charges included replacing the companion badge with a free virtual residential parking permit for the applicant's home CPZ. Many local authorities who previously offered companion badges have already replaced them with a residential parking permit.</p> <p>The Council will move to virtual parking permits, once the new IT system goes live later this year. Paper-based applications will be retained for this who cannot use online services.</p> <p><b>B) Agreed.</b> The Council is represented at London Councils Transport Executive Committee (TEC). TEC also provides the opportunity to seek consistency in transport issues. Haringey offers concessions beyond the National Scheme and beyond that offered by many other boroughs and as such those boroughs may also benefit from Haringey's experience.</p> <p>The parking service also collaborates and shares experience with other boroughs and this is reflected in the approach to delivery of the new parking IT system.</p> <p>In particular, the arrangements supporting the new permit offer has been designed taking account of experience of other boroughs who have already gone live with virtual permits.</p>

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
	<p data-bbox="371 272 907 304"><u>Correspondence and Communication</u></p> <p data-bbox="253 344 1131 528">14. That a commitment is given that the Council will carry out a review of the letters and communications that it sends to residents to ensure that they are clear, courteous and without the use of intimidating language.</p> <p data-bbox="253 600 1131 935">15. That the Council implement provision for residents to report disabled bays that were no longer in use and that processes are put in place for adequate monitoring of disabled bays and whether they were being used. Once a bay is identified as being unused there should be a clear timeline for its removal. A campaign should be launched through Haringey People and our website to 'report an unused disabled bay'.</p> <p data-bbox="253 1007 1131 1118">16. That the Council should send out a booklet of key information to residents as soon as they are assessed as needing a Blue Badge.</p>	<p data-bbox="1164 344 1995 448"><b>Agreed.</b> The all communications are being reviewed to ensure that they are clear concise and courteous.</p> <p data-bbox="1164 600 1995 823"><b>Agreed.</b> This can support efforts in monitoring the wider disabled parking bay provision across the borough. There would not necessarily be a need to remove a disabled parking bay unless there are pressures on kerb space that particular area.</p> <p data-bbox="1164 1007 2033 1190"><b>Agreed.</b> The national disabled Blue Badge information booklet is provided to each new applicant to ensure a comprehensive understanding of the scheme. Local concessions will also be set out in the letter agreed qualification for the scheme.</p>



Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
17.	That the Council explore ways in which an automatic reminder could be issued, along with the existing information given to the next of kin, to cancel a Blue Badge when a death is registered.	<b>Partly agreed.</b> The Council does not hold next of kin data on Blue Badge holders. The Council does however subscribe to the Government's 'Tell Us Once' service, which allows relatives registering a death to notify several services at that one point of contact. Those notifications are also used to cancel Blue Badges. It may also be helpful to note that the maximum number of years that badges are valid is three years.
18.	A communications campaign should be implemented across the Blue Badge agenda which clearly sets out the Council's enforcement message. It is suggested that disability access representatives and the Council's Equalities Steering Group should be involved in developing this campaign and that consideration should be given to highlighting awareness around the fact that not all disabilities are visible.	<b>Agreed.</b> A publicity campaign has commenced raising awareness of the impact and consequence of parking illegally in Disabled parking bays in Town Centres. This campaign will be extended to cover all elements of the scheme. We will also work with the DfT to promote communications at National Level regarding hidden disabilities.
19.	<u>Health Assessments for Blue Badges</u>  That consideration should be given on to how to minimise delays within the assessment process, including ensuring that assessment bundles can be transferred to Stuart Crescent electronically.	<b>Agreed.</b> Boroughs have their own arrangements in place for mobility assessments by Expert Mobility Assessors. Haringey deliver this service in partnership with the Whittington Health Trust. Discussion on the electronic transfer of applications bundles is underway. It is hoped that a solution will be in place in the near future.

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
20.	<p>A) That the Council should work with Stuart Crescent Health Centre to ensure that the current 5-minute deadline for late arrivals was extended and a greater degree of flexibility afforded to applicants, given the mobility levels of the people being assessed and the lack of available parking facilities.</p> <p>B) Cabinet should work with the Whittington Trust to ensure that residents were provided with an alternative date when an appointment was missed.</p>	<p><b>Agreed.</b> The appointment letter issued by the Whittington Health Trust is designed in line with their corporate design, we are seeking to bring the letter more in line with the Haringey design. While we are informed that in practice applicants arriving slightly late are not refused an assessment, we are seeking to have this letter revised and a greater degree of flexibility introduced.</p> <p><b>Agreed.</b> This is being negotiated with the Whittington Health Trust.</p>
21.	<p>A) That Cabinet ensures that monitoring of the current 23-day timescale for applications to be processed is undertaken.</p>	<p><b>A) Agreed.</b> The monitoring of all component parts of the process will be monitored. The Council measures performance in this area, as well as the timelines for the full end to end application process. We currently aim to process all completed applications within 30 working days. This exceeds the new DfT guidance which allows up to 12 weeks for application handling. We are also working with the Trust to understand the delays in undertaking some assessments. There are varying factors and we are seeking solutions to all. However, we believe that ensuring a better understanding of the process by applicants, allowing them to come well prepared will improve not only improve the customer experience, but will also reduce delays in assessment by reducing the need to rearrange appointments.</p>

Appendix 2: 13th October 2020 Cabinet response to 22nd June 2020 Overview and Scrutiny Committee 'Blue Badges and Supporting Better Access to Parking for Disabled People' review recommendations

Number	Recommendation	Cabinet Response
21.	B) That Cabinet also explores recommissioning of the current contract to provide assessments for discretionary Blue Badge applications as it was last done over 10 years ago. The Panel recommends that consideration is given to commissioning additional providers for the assessment process for greater flexibility and distribution across the borough. The Council should explore ways of ensuring that that residents have a choice of which centre they attend and that there is some provision in the west of the Borough as well as in Tottenham. The Panel suggests that recommissioning this service could potentially provide an opportunity to speed up the assessment process and minimise delays.	<p><b>B) Agreed in Part.</b></p> <p>The Council delivers this service through a partnership arrangement with the Whittington Health Trust. This is not a formal tendered arrangement, but a negotiated arrangement with costs borne by the Trust.</p> <p>Market research has been undertaken to understand the private sector offer. A move to the private sector at present would require significant additional investment in the service. While we understand the limitations of the market research undertaken, it is clear that while there may be some benefits and flexibilities, they would not be extensive.</p> <p>We therefore recommend remaining with the Whittington Health Trust. However, we acknowledge that while the Stuart Crescent and Bound Green Assessment Centres serve the west and central parts of the borough reasonably well, the east of the borough would benefit from a dedicated service. We will work with the Trust to explore opportunities for the future.</p>

This page is intentionally left blank

## 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

<b>Name of proposal</b>	Disabled Parking Action Plan
<b>Service area</b>	Highways and Parking
<b>Officer completing assessment</b>	Simi Shah
<b>Equalities/ HR Advisor</b>	Fatimah Basama
<b>Cabinet meeting date (if applicable)</b>	9 March 2021
<b>Director/Assistant Director</b>	Mark Stevens, Assistant Director of Direct Services.

#### 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*

Parking provision, including the Disabled Blue Badge Scheme for those with disabilities, makes a considerable contribution to the independence and social inclusion of disabled residents. Local authorities are required to provide disabled parking bays that may be used solely by holders of Blue Badges. These kerbside parking bays, which make up the majority of Haringey's current disabled parking provision, exist to help those who qualify under the Scheme to park closely to local services and facilities, including training and skills development opportunities that support disabled residents into work. Blue Badge holders are permitted to park for free without a time limit in otherwise restricted environments. They are also allowed to park for up to three hours on yellow line restricted streets, except where a loading ban applies.

The Council also offers dedicated disabled parking bays to meet individual needs of qualifying residents. On 30 August 2019 changes to Blue Badge eligibility came into force by DfT which means more people with non-visible disabilities now qualify. An additional eligibility criterion for blue badge was introduced to allow for those who were unable to undertake any journey because it would cause them overwhelming psychological distress. This has led to applications for disabled parking bays being made available to individuals with non physical disabilities to access the service.

The proposed Disabled Parking Action Plan consolidates all measures being implemented to improve access to disabled parking services. In summary, these improvements cover:

- On-street infrastructure – an upgrade to all disabled parking bays so that their length meets the minimum statutory requirement of 6.6 metres as part of a dedicated programme to be completed by the end of the 2021/2022 financial year.
- Blue Badge Scheme – further enhancements to the Blue Badge Scheme to build on the changes that have already been made to deliver improvements in responsiveness, application handling, and assessment times, including exploring options for setting up an assessment site in the East of the borough.
- Fraud reduction – formalisation and wider communication of the current informal arrangement of offering a three-week parking restrictions exemption to Blue Badge holders where their badge is stolen.
- Communications – roll out of a communications plan that has been developed to raise awareness of changes to the Council's disabled parking offer.
- Cycle lanes – commitment to consider the impact of any cycle lanes proposed with a view to undertaking an individual Equality Impact Assessments where appropriate. This would be where a cycle lane is planned for a road which also has disabled parking, to ensure that the decision reached is fully informed and considers the impact on relevant protected groups.

Cabinet will be asked to approve the plan to upgrade all disabled parking bays and to formalise the three-week parking restrictions exemption for applicable residents.

This EQIA focuses on the proposal to upgrade all existing disabled parking bays to comply with the Traffic Signs Regulations and General Directions (TSRGD), as work has already commenced on several strands of the Disabled Parking Action Plan. The consideration of individual Equality Impact Assessments in relation to works on cycle lanes has also already been recognised and will be taken forward on a case-by-case basis.

It is envisaged that the main stakeholders who may be affected by this proposal are members of the public who live in, work in, or visit the borough, in particular those who use parking bays.

To summarise, the works will improve the independence and social inclusion of disabled residents and will aim to achieve this through expanding the size of disabled parking bays to maximise their accessibility. There may be negative implications for women and pregnant women, because they are more likely to be carers and are more likely to drive as a result, and are also more likely to have a fear of crime which could be compounded by an inability to find parking close to their home or destination. These are expected to be limited by ensuring that dedicated disabled bays are removed upon notification that they are no longer needed, ensuring that we maximise available parking for all road users. The negative implications will be mitigated through effective monitoring of parking in the borough. It is also anticipated that, through greater use of alternative transport as envisaged by the Transport Strategy, use

of vehicles in the area may be reduced, meaning there is likely to be sufficient capacity for residential parking even if residents need to park further away from their home. The decision is therefore a proportionate means of achieving legitimate aim. Overall, the decision will advance equality of opportunity for disabled residents and efforts will be made to mitigate against potential risks to relations between disabled and non-disabled people by the reduction of non-disabled parking.

### 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 <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a> ONS Dataset: Sandwich Carers <a href="http://www.ons.gov.uk/people-in-work/sandwich-carers">Sandwich carers - Office for National Statistics (ons.gov.uk)</a> Haringey Residents' Survey 2018: Data Tables <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/XT_1452_Weighted_Final_Word.pdf">XT_1452_Weighted_Final_Word.pdf (haringey.gov.uk)</a> GLA London Ward Profiles <a href="https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html">https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html</a>	No impact
Gender Reassignment	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Age	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a> GLA London Ward Profiles <a href="https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html">https://londondatastore-upload.s3.amazonaws.com/instant-atlas/ward-profiles-html/atlas.html</a> Transport for London (TfL) Roads Taskforce Technical note 12: <a href="http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf">http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf</a>	No impact
Disability	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a> Haringey State of the Borough PowerPoint Presentation ( <a href="http://www.haringey.gov.uk">haringey.gov.uk</a> ) <a href="https://data.gov.uk/dataset/01171494-e40b-463f-9967-56d158412321/statutory-duties-placed-on-local-government">https://data.gov.uk/dataset/01171494-e40b-463f-9967-56d158412321/statutory-duties-placed-on-local-government</a> <a href="http://www.gov.uk">Blue Badge scheme local authority guidance (England) - GOV.UK (www.gov.uk)</a>  TfL Report: Research to assess Blue Badge eligibility for people with non-physical disabilities	No impact

	<a href="#">Research to assess Blue Badge eligibility for people with non-physical disabilities: final report (publishing.service.gov.uk)</a> Department for Transport Blue Badge scheme statistical data set <a href="#">Blue Badge scheme statistics: data tables (DIS) - GOV.UK (www.gov.uk)</a>	
Race & Ethnicity	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Sexual Orientation	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Religion or Belief (or No Belief)	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact
Pregnancy & Maternity	Census 2011 TfL Roads Taskforce Technical note 12: <a href="http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf">http://content.tfl.gov.uk/technical-note-12-how-many-cars-are-there-in-london.pdf</a>	No impact
Marriage and Civil Partnership	Haringey Equalities Profile <a href="http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf">http://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf</a>	No impact

**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.*

#### **Relevant data**

While equalities monitoring data is not available on users of parking bays, ward level data from sources such as the Office for National Statistics (ONS) is helpful in examining the impact of this proposal on different protected groups, as any disabled resident who meet established criteria may apply for a disabled parking bay, and residents of any property in a Controlled Parking Zone (CPZ) who keep and use a vehicle are eligible for residential and visitor permits. Other data sources include Haringey's State of the Borough report on the characteristics of Haringey's residents, ONS specific datasets, and data collected by Transport for London and the Department for Transport on Blue Badge issue and usage. This data is useful as the Council's criteria for awarding dedicated disabled parking bays include a requirement that the applicant is a Blue Badge holder. We also use public and statutory consultations to help identify issues affecting protected groups after implementation of changes.

#### **Key findings**

##### **Sex**

Just over half of Haringey's population is female (50.5%), in line with England and London (Census 2011). ONS data shows that women are more likely to take on caring roles (including caring for young children, elderly family members, or both) which might require them to use their vehicles more extensively. Their ability to find accessible parking may be negatively impacted by reductions in non-disabled parking bay size or reduced numbers of non-disabled parking bays as a result of upgrading the size of existing and future disabled parking bays, causing potential disadvantage to them in needing to park further from their destination. Data from the Haringey Residents' Survey also shows that women are more likely to feel unsafe in the area, and reduction in the availability of residential or other parking may have the impact of compounding this issue for female residents.

However, Census data also shows that 14.8% of women have disabilities which limit day to day activities, compared with 12.4% of men. Women with disabilities may therefore be more likely to benefit from the proposed changes to disabled parking bays.



### **Gender Reassignment**

This data is not held at a borough level. The Government Equalities Office estimates that there are between 200,000-500,000 transgender people in the UK. There is no evidence to indicate either positive or negative impact specifically because a person is undergoing gender reassignment.

### **Age**

Haringey has a relatively young population, with a quarter of the population under the age of 20, and 91% of the population aged under 65 (compared with 89% in London and 83% in England). Of the 25% of the population under 20, 7% have a long-term health problem or disability.

Census data also shows that the majority of residents with long-term health problems or disabilities are over 40 (76%). Data held by the Department for Transport demonstrates that, as of March 2020, 7,900 residents held a valid Blue Badge, representing 2.9% of the total borough population, with a ratio of 3.1 Blue Badges to every retired resident. This is compared to 2.7% of London's population and 4.3% for England.

### **Disability**

There is no universal definition of disability and Census data is collected on long term health problem or disability and self-reported health as proxies. This shows that 14% of residents have a long-term health problem that limits their day-to-day activity, lower than England but in line with London. 5.7% of residents report being in bad health, slightly higher than England and London. Improvements in the size of disabled parking bays are likely to have a disproportionately beneficial impact on disabled residents of any age, who may have been awarded a designated disability parking bay outside of their home as a passenger if they do not drive, or who are likely to use generic disabled parking bays when accessing facilities and other public spaces and will benefit from improved accessibility to their vehicle.

While disability is not universally defined, TfL research and guidance highlights the existence and impact of non-physical disabilities, including learning disabilities, long-term mental health conditions, and severe cases of gastroenterological conditions. While granular data for Haringey is not available on these types of disabilities, it is reasonable to assume that these conditions affect the proportion of Haringey's residents who reported as having a health condition that affected their ability to carry out day-to-day activities, either a little or a lot, and that changes to disabled parking bays would have a beneficial impact on this group.

### **Race and Ethnicity**

Haringey is the fifth 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. Haringey is one of the most deprived areas of the UK (24th out of 236 local authorities in the UK) with Job Seekers Allowance claims the 2nd highest in London. This is particularly concentrated in the wards to the east of the Borough, among whom BAME groups are overrepresented; for example, in Northumberland Park, the borough's most deprived ward and where BAME residents represent 83.4% of the population. It is likely that for many of these residents are likely to struggle with the cost of owning a vehicle and are therefore less likely to be impacted by changes to disabled parking bay sizes as they are less likely to need or use parking bays.

### **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. There is no evidence that residents with this protected characteristic will be impacted by the proposal.

### **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. Although there is no public data available on locations of religious buildings mapped to locations of disability parking provision, faith groups may be negatively impacted if the reprovisioning of kerb space impacts on their ability to find adequate parking provision in the vicinity of their places of worship.

### **Pregnancy and maternity**

There is no data collected that gives an accurate reflection of the numbers of pregnant women, or women with babies under 6 months, in Haringey. However, it is fair to presume that women in this protected group are more likely to rely on cars for travel and may be negatively impacted by changes which reduce the availability of non-disabled parking in the borough.

### **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. There is no evidence that residents in a civil partnership would be treated differentially compared to those who are married.

### **Conclusions**

The proposed changes to parking bay sizes will improve access for disabled motorists, especially those who use wheelchairs or other walking aids and those with non-visible disabilities, and encourage their participation in public life. However, to make these changes, parking bays used by individuals who share other protected characteristics may be negatively impacted through the reprovisioning of kerb space to accommodate longer length parking bays. This will result in a loss of residential parking spaces or short-term (paybyphone) parking bays near amenities in some roads.

We know that parking is important to residents, and that they are likely to react to changes to their parking provision. In addition to the possibility that changes to borough-wide disabled parking provision may impact on other protected groups of individuals, there may be a potential adverse impact on relations between disabled residents, as one protected group, and individuals who share a different protected characteristic, or no protected characteristics at all.

To mitigate against these potential issues, we will take steps to strike a balance between offering improved disabled parking and ensuring there is where possible sufficient parking for all residents and visitors, who may share different protected characteristics. Primarily, we will monitor residential disabled parking bays so that, if they are no longer required by the original applicant, they can be removed promptly as retaining a disabled parking bay where it is only used occasionally limits already scarce kerb space.

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

*Please outline which groups you may target and how you will have targeted them*

**Further information on consultation is contained within accompanying EqIA guidance**

The proposed works are statutory changes the Council is required to make in order to comply with DfT requirements and the TRSGD. In addition, representations were made to the Council by disability representative groups asking that those changes be implemented to meet the needs of disabled motorists.

It is proposed that the work is progressed via a statutory consultation with properties close to the affected bay/s being informed of the proposals including how they can object. All objections will be subject to formal consideration prior to measures being implemented.

#### **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?*

At this stage, we have not collected any findings from consultation activities. However, consultation will be undertaken prior to any change to bay dimensions. The feedback to this consultation will then be formally considered prior to any change to kerb space to demonstrate that the Council is taking into account perspectives of all individuals affected by the works, encompassing groups that share protected characteristics and those that do not, to ensure that the Council is upholding its obligations under the Public Sector Equality Duty. Any adjustments will be considered at that point and on a case-by-case basis.

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

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqlA guidance

### 1. Sex

Women make up 50% of Haringey's population. Women are also more likely to be the main carers of young children and/or elderly family members. The extension of disabled bays will reduce adjacent parking and may as a consequence reduce the number of residential parking bays. It may also impact of availability of short-term parking spaces in town centres and near other amenities.

This may impact on women, especially those with young children, who need to park near their homes for the safety and convenience of transporting children. Women may also feel vulnerable if they find it difficult to find a space to park near their homes during the late evening or at night.

The Council's Transport Strategy aims to reduce car use and encourage alternative more sustainable modes of transport, while ensuring appropriate access to disabled parking facilities. While the measures proposed will result in a reduction in adjacent parking spaces, there is still likely to be sufficient capacity for residential parking even if permit holders need to park further away from their home.

The roll out of other highways improvements such as LED lighting will improve public safety and have the potential to reduce crime. This will also reduce fear of crime among those who currently rely on car use to mitigate their fear of crime during evenings and night.

Positive		Negative	✓	Neutral impact		Unknown Impact	
----------	--	----------	---	----------------	--	----------------	--

### 2. Gender reassignment

There is no evidence or published information to indicate either positive or negative impact on people transitioning gender due to a change in kerb side parking allocation. The Government Equalities Office estimates that there are between 200,000-500,000 transgender people in the UK, but Haringey does not hold data on how many people in the borough identify as transgender.

It is not expected that people with this protected characteristic will be negatively or differentially affected by the provisioning of parking spaces.

Positive		Negative		Neutral impact	✓	Unknown Impact	
----------	--	----------	--	----------------	---	----------------	--

### 3. Age

The reprovisioning of kerb space may impact on older people who may as a result find it more difficult to find a parking space close to their home.

However, it is more likely that there will be positive benefits for older age groups, who are more likely to experience disabilities and/or have restricted mobility entitling them to apply for a Blue Badge and to apply for a disabled parking bay that allows them to park close to home.

Positive	✓	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

#### 4. Disability

Those with disabilities who have been awarded a Blue Badge will benefit from proposed changes by entitling them to a space which will allow them sufficient space to access their vehicle, in a location close to their home, or their workplace if applicable, where they have successfully applied for a dedicated disabled parking bay. It is anticipated that this will help support individuals with disabilities to achieve greater inclusion and independence, reducing social isolation.

Positive	✓	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

#### 5. Race and ethnicity

It is not expected that people with those protected characteristics will be negatively or differentially affected by the provisioning of parking spaces.

Positive		Negative		Neutral impact	✓	Unknown Impact	
----------	--	----------	--	----------------	---	----------------	--

#### 6. Sexual orientation

There are no statistics or other evidence to suggest that LGBTQ individuals would be negatively or positively affected by those proposals.

Positive		Negative		Neutral impact	✓	Unknown Impact	
----------	--	----------	--	----------------	---	----------------	--

#### 7. Religion or belief (or no belief)

There is no indication of any adverse or disproportionate impact on faith groups. However, the adjustment to any disabled bay near places of worship may reduce the level of adjacent parking bays for non-disabled motorists and impact on the ability of faith groups to find adequate parking near their places of worship.

The Council's Transport Strategy encourages sustainable modes of transport and the borough is well connected and well served by public transport for those who do not rely on cars to access amenities including places of worship.

Positive		Negative		Neutral impact		Unknown Impact	✓
----------	--	----------	--	----------------	--	----------------	---

#### 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 may as a consequence be impacted by any loss in residential parking spaces or parking facilities in town centres, following adjustments to disabled parking bays.

It is at this point expected that sufficient parking spaces will continue to be available and the service will continually review overall provision and parking stress.

Positive		Negative	✓	Neutral impact		Unknown Impact	
----------	--	----------	---	----------------	--	----------------	--

## 9. Marriage 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. Proposals are unlikely to negatively impact on people in marriages or civil partnerships. People in marriages and in civil partnerships will be treated the same in all aspects.

Positive		Negative		Neutral impact	✓	Unknown Impact	
----------	--	----------	--	----------------	---	----------------	--

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

Women who are pregnant or those with babies or young children may be negatively impacted in particular by proposals that affect their ability to find parking near their home or other amenities. However, the proposed changes are also more likely to benefit female residents with disabilities, given that there are more female than male residents with this protected characteristic.

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

- Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?  
This includes:
  - a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
  - b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
  - c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

Those proposals are designed to improve the independence and social inclusion of disabled residents, who may find it more difficult to walk far, cycle or use public transport and are therefore at greater risk of feeling excluded from public life. This includes increasing access to education, training and employment.

It is recognised that extending the length of disabled parking bays may have a resulting impact on the size of adjacent non-disabled parking bays, or reduce the numbers of non-disabled parking spaces where these have to be repurposed for disabled parking spaces, and that there is a risk of this having a negative impact on relationships between disabled motorists and their neighbours or other road users. However, the changes are statutorily required to meet standards set by central government.

Other road users are not restricted in use of other forms of transport and may also still access parking facilities albeit they may need to walk further to their destination.

Other work underway, for example initiatives to reduce the fraudulent use of Blue Badges and a communications campaign to raise awareness of disabled parking schemes, will serve to foster good relationships between groups of individuals by encouraging better understanding of the needs of disabled motorists.

The monitoring of disabled parking bays and prompt removal of bays no longer required will also help foster good relationships by demonstrating that we are committed to ensuring the appropriate use of kerb space, also taking on board the Council's modal change aspirations.

Provide	<b>6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?</b>  Further information on responding to identified impacts is contained within accompanying EqIA guidance			
Outcome				Y/N
<b>No major change to the proposal:</b> Disabled parking bays need to be upgraded to the new dimensions to meet statutory requirements and promote equality for disabled motorists. Statutory consultation on proposals will provide the opportunity for anyone adversely impacted by proposed works to raise objections. Those objections will be formally considered by the Council prior to any measures being implemented. Where appropriate this will involve some mitigation.				Y
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality.				N
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.				N
	<b>6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty</b>			
Impact and which relevant protected characteristics are impacted?	Action	Lead officer		Timescale
This proposal may reduce parking spaces adjacent to disabled parking bays which could impact on <ul style="list-style-type: none"> <li>- Women, including pregnant women and those with babies under 6 months old</li> <li>- Older people</li> </ul>	<ul style="list-style-type: none"> <li>- The effective monitoring and management of parking bay provision</li> <li>- Monitoring parking stress</li> <li>- Reducing fraudulent use of Blue Badges</li> <li>- Raising awareness of the disabled parking scheme and the roll it plays in the independence social inclusion of disabled residents, who cannot walk far, cycle or use public transport</li> </ul>	Head of Highways and Parking		Ongoing

	<p><b>Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.</b></p> <p>Parking is quite an emotive subject. The reality in this case is that improving parking facilities for disabled motorists will impact on the parking arrangements of others. While public transport facilities are improving in terms of accessibility many disabled people are still restricted in their use. Therefore, car use may be the only way of achieving an independent life with access to all amenities, as well as education, training and employment.</p> <p>While mitigation will be considered, for example the reduction in fraudulent use of Blue Badges, with the anticipated effect of reducing parking stress and improving access to all road users, it will take time to achieve a notable reduction.</p> <p>The effective management of parking arrangements will also assist but may not mitigate an initial negative response from non-disabled residents, both those with and without protected characteristics, who may be already finding it difficult to park near their home.</p>
	<p><b>6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:</b></p>
	<p>The impact will be monitored through feedback from residents, consultations, Ward Councillors and other representative groups.</p>

### 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.

This page is intentionally left blank



**Report for:** Cabinet Meeting 9<sup>th</sup> March 2021

**Title:** Road Safety Investment Plan (RSIP) 2021/22

**Report authorised by** Stephen McDonnell, Director of Environment and Neighbourhoods

**Lead Officer:** Ann Cunningham, Head of Highways & Parking  
02084891355  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

Tim Walker, Highways and Parking Project Manager  
[Tim.Walker@haringey.gov.uk](mailto:Tim.Walker@haringey.gov.uk)

**Ward(s) affected:** All

**Report for Key/**

**Non-Key Decision:** Key Decision

## **1 Describe the issue under consideration**

- 1.1 The Road Safety Investment Plan (RSIP) sets out road safety priorities for the forthcoming year. It identifies the plan to create a new Road Safety Strategy and Action Plan, one that embodies progressive thinking as well as identifying projects that will significantly contribute to reducing road danger within our community. In this way and by linking into programmes already under way – Low Traffic Neighbourhoods, School Streets and other initiatives identified within the Council's draft Walking and Cycling Action Plan – existing and new road safety training and education initiatives can more effectively provoke positive behavioural change in all road users in a more socially inclusive and accessible local highway environment.
- 1.2 The RSIP recognises that a new Road Safety Strategy and Action Plan (RSSAP) is required to help identify where and how we will invest resources in this and future years to achieve that ambition. The RSSAP will articulate how, subject to funding, the Mayor of London's aspiration of reaching 'Vision Zero', can be delivered locally by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041.
- 1.3 Reducing real (as well as perceived) risks on our roads is crucial to reducing road casualties as well as achieving many of the objectives of the Council. Creating an environment whereby walking and cycling becomes the natural choice for short trips in the borough will rely on achieving a notable reduction in traffic dominance and car use – reliant on reallocating road space to these more sustainable travel modes. The potential net effect will be improved air quality and health of residents and visitors to the borough, reduced congestion and carbon emissions and an improved local economy.

## **2 Cabinet Member Introduction**

- 2.1 In 2019, 3 people were killed and 107 were seriously injured on roads in Haringey. Every death on our roads is tragic and unacceptable. Despite significant progress to reduce harm on London's roads over the last decade, more can and must be done.
- 2.2 Creating streets and public spaces that are welcoming and inclusive to all is more important than ever, especially as we look towards our recovery from the global pandemic. Underpinning this is the need for local streets to not only feel safe but to actually be safer.
- 2.3 We must take steps now to prepare for the pressures and changes that we will see as more of the population is vaccinated from Covid-19, and demand for travel increases once again. We need to ensure that one health emergency is not replaced by another. Therefore, we must continue to create safe, liveable streets that enable active travel as part of a green recovery.
- 2.4 I am delighted to introduce this year's Road Safety Investment Plan (RSIP) which includes four key strands of work:
- A Road Safety Strategy and Action Plan (RSSAP) - a commitment to transform how we tackle road danger;
  - Road safety projects – ones that demonstrably reduce real and perceived road danger;
  - Pedestrian crossing projects – installing new or upgrading existing pedestrian crossings to provide enhanced connectivity to amenities within and for our local communities; and
  - Ongoing behavioural change programmes and educational work.
- 2.5 These four strands will be aligned to the draft Walking and Cycling Action Plan but also supplement the substantial investment set out within our other investment plans.
- 2.6 The RSIP and emerging RSSAP represent a step-change in the Council's approach to road safety in the borough – both in terms of the scale of planned investment, as well as the level of ambition to ensure that road danger reduction is at the heart of what we do. The RSSAP will be commissioned shortly and will include a road safety review of the borough. This will arrive at a list of locations that will be used as an evidence base for interventions over a three-year period, prioritising Haringey and TfL investment opportunities.

### **3 Recommendations**

- 3.1 It is recommended that Cabinet:
- a) Approves the Road Safety Investment Plan for the 2021/22 financial year, as set out in paragraphs 6.13 to 6.34, subject to the consultations not raising any significant or substantial issues; and
  - b) Gives delegated authority to the Head of Highways and Parking, consequential on the Road Safety Investment Plan:

- To make decisions relating to scheme design and implementation;
- To carry out consultation;
- To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
- To make traffic management orders, where there are no valid objections.

#### **4 Reasons for Decision**

- 4.1 The authority has a statutory duty under section 39 of the 1988 Road Traffic Act to “take steps both to reduce and prevent accidents”. It must also prepare and carry out a programme of measures designed to promote road safety.
- 4.2 This report recommends the programme for 2021/22, as well as identifying a new strategy document to assist in prioritisation in 2021/22 and in future years.

#### **5 Alternative options considered**

- 5.1 None. The authority has a statutory duty as set out in 4.1.
- 5.2 The preparation of a Road Safety Strategy and Action Plan with a supporting evidence base (borough road safety assessment) will enable the authority to target its investment where it is most needed. This strategy will set the direction for future investment plans.

#### **6 Background Information**

##### **Strategic objectives**

- 6.1 In 2018, Haringey adopted its Transport Strategy<sup>1</sup> which set out its strategic vision: ‘A transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.’
- 6.2 Outcome 4 of the Transport Strategy relates to road safety and seeks ‘a well-maintained road network that is less congested and safer’. To achieve this outcome, the Transport Strategy lists the following priorities and the need for a road safety delivery plan:
- To maintain and enhance the local road network, making it best in class in London.
  - To reduce road user casualties, especially among children, pedestrians, cyclists, motorcyclists/scooter users and other vulnerable road users.
  - To minimise the use of Haringey’s back streets as ‘rat runs’.
  - To reduce the speed and enforce speed limits of road traffic in residential areas and shopping streets.

---

<sup>1</sup> <https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy>

- 6.3 Following adoption of Haringey's Transport Strategy, the Mayor of London published his Transport Strategy<sup>2</sup> which includes Vision Zero - his goal to eliminate all deaths and serious injuries from London's transport network by 2041. Vision Zero sets out that, to achieve this, the majority require partnership working with the London boroughs.
- 6.4 It is now considered appropriate that the Council prepares a new Road Safety Strategy and Action Plan to build upon the priorities set out in its Transport Strategy and to confirm its commitment to Vision Zero.
- 6.5 Investment in road safety – particularly projects that encourage walking and active travel – plays a critical role in supporting other Council strategies, in particular the draft Climate Change Action Plan and draft Walking and Cycling Action Plan.

#### **Current status of road safety in Haringey**

- 6.6 London collision data is collected by the Metropolitan and City of London Police Officers or is reported to the police by members of the public. This information is provided to Transport for London which 'processes' the collision data to provide it in the required standard to the Department for Transport as a national statistic, known as STATS19.
- 6.7 The most recent confirmed data for Haringey identifies that, in 2019, the number of people killed was 3; this consisted of two motorcyclists and one pedestrian. A further 107 were seriously injured and 910 slightly injured.

<b>Vehicle type</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Car		18	375	<b>393</b>
Powered 2-wheelers	2	28	188	<b>218</b>
Pedestrian	1	37	159	<b>197</b>
Pedal cycle		22	104	<b>126</b>
Bus / coach		1	42	<b>43</b>
Private hire			17	<b>17</b>
Taxi			15	<b>15</b>
Goods vehicles		1	8	<b>9</b>
Other vehicles			2	<b>2</b>
<b>Total</b>	<b>3</b>	<b>107</b>	<b>910</b>	<b>1020</b>

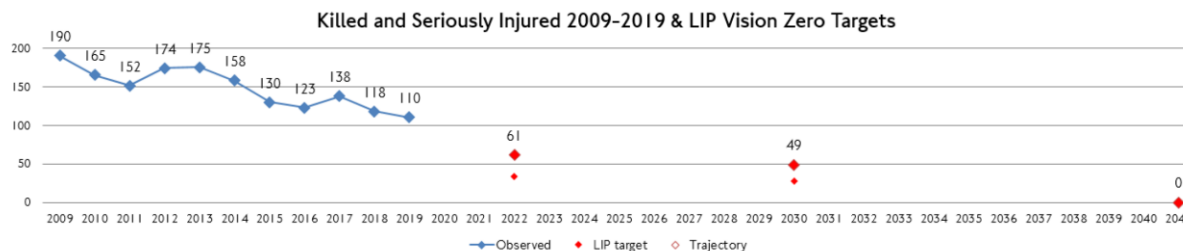
- 6.8 In 2018 and 2017, there were two and three fatal collisions respectively, all of whom were pedestrians. The following graph illustrates the general downward trend in those killed or seriously injured in Haringey during the period 2009 to 2019 as well the trajectory of those figures towards a Vision Zero target.

---

<sup>2</sup> <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>

### People killed or seriously injured in your borough 2009-2019

(NB This data has been subject to a back-casting exercise to enable pre-November 2016 casualty data to be compared with post November 2016 data, following the introduction of the new collision reporting system)



- 6.9 Fatalities and serious injuries arising from road traffic collisions forever change the lives of the family, friends and associates of those who have suffered most. It is imperative that the local highway environment is made as safe as it practically can be. To achieve this outcome requires continued investment in existing initiatives whilst bolstering those with additional interventions that positively enhance the local highway network.

#### Existing Projects – Local Safety Schemes

- 6.10 There are currently nine Local Safety Schemes which have been identified through the Local Implementation Plan (LIP). These include:

- The junction of Sperling Road / The Avenue, Bruce Grove - a new zebra crossing and school street.
- The junction of West Green Road / Spur Road, N15 - a new raised zebra crossing and pavement build-outs around Harris School
- West Green Road / Langham Road / Belmont Rd, N15 – introduction of speed bumps
- Bedford Rd / Alexandra Park Road, N15 – new zebra crossing
- Borough-wide - 20mph complementary measures
- Hampstead Lane N6 – improvements to two zebra crossings
- Perth Road, N22 - introduction of speed bumps
- Highgate Avenue, N6 - introduction of speed bumps
- Shelbourne Rd – introduction of zebra crossing

- 6.11 Improvements to road safety are also being achieved through the delivery of other components of the Council's Highway Works Plan 2020/21.

#### Ongoing behavioural change programmes and educational work

- 6.12 Appendix 1 sets out the details of the Council's existing and ongoing programmes and processes that are already directly contributing to improved road safety, summarised as:

- Behavioural Change and Educational Work: working with local communities to consider their travel behaviour, with a focus on promoting safe, sustainable and active travel;
- Safe Speeds initiatives: in partnership with the Metropolitan Police, raising public awareness and reinforcing the importance of adhering to 20mph speed limits; and

- Safe Streets processes: carrying out road safety audits for significant highway projects to inform the design process; reviewing all fatal collisions with the Metropolitan Police to assess if engineering solutions are needed; and lobbying TfL to make safety improvements to the Transport for London Road Network (TLRN).

**Programme recommended for 2021/22**

- 6.13 The Council is responsible for maintaining nearly 350km of public highway and has an ambitious programme of investment in those streets for 2021/22.
- 6.14 Much of that new investment is set out in the Highways Investment Plan, the Street Lighting Investment Plan, the Parking Investment Plan and the Flood Water Management Investment Plan. These are brought to Cabinet for decision at the same time as this report. During 2021/22, the Council plans to adopt a new Walking and Cycling Action Plan (WCAP).
- 6.15 Without exception, these other investment plans and the WCAP will have road safety at their core. Whether the project relates to footway renewal, street lighting upgrades, walking or cycling projects or new parking zones, these programme areas will all contribute towards safer streets. The many positive impacts on road safety of those investment plans are addressed below.
- 6.16 At its meeting on 9<sup>th</sup> February 2021, the Cabinet approved significant investment for 2021/22 and the commitment of additional funding in subsequent years to the Highways Investment Plan, the Parking Investment Plan, the Street Lighting Investment Plan and the Flood Water Management Action Plan, as well as the Road Safety Investment Plan. The Road Safety Strategy and Action Plan will incorporate the benefits of these investment plans in achieving positive road safety outcomes but key components of those are clarified in the following paragraphs.
- 6.17 By undertaking an enhanced programme of carriageway resurfacing through the Highways Investment Plan, existing road surfaces will be made safer, particularly for cyclists, motorcyclists and electrically powered two-wheelers (e-bikes). Such work improves surface texture (improving skid resistance for motorcyclists) and ride quality (eliminating potholes, rutting, surface cracks and other deformities that affect cycle usage). Once the current Department for Transport-managed trials are concluded, e-scooters will become more commonplace – for which smoother road surfaces will be critical, given the wheel size of e-scooters. Both e-bikes and e-scooters potentially offer an additional travel option for those with mobility challenges for which ordinary bikes are not suitable.
- 6.18 The Highways Investment Plan also targets improvements to footways. If walking is to become a the more natural choice for short trips in the borough as suggested in the draft Walking and Cycling Plan, the standard of the borough's footways must be enhanced. With 59% of those footways identified in the 2018 Highways Asset Management Plan in need of structural maintenance, investment is of paramount importance for connectivity between people's homes and places of work to and from local amenities (such as shops, parks,

leisure centres, bus and train services). That connectivity ties in with the provision of additional pedestrian crossing facilities set out in the Road safety Investment Plan. The quality of footways also has a direct bearing on the attractiveness of walking to and from school, as well as their use by mobility scooter riders.

- 6.19 During late autumn and winter, reliable and effective street lighting becomes more critical for pavement users, particularly for being visible to other road users when crossing from one side of the road to the other. The introduction of a central management system for street lighting will enable the detection of street lighting faults in advance of the light failing completely. Street lighting outages also impact upon motor vehicle users and their ability to see other vehicles and pedestrians – particularly cyclists and motorcyclists who are more vulnerable if lighting is poor or not working. The clearer lighting provided by LEDs (compared to other forms of lighting) ensures a safer night-time environment in terms of visibility, the fear of crime and the effectiveness of CCTV. The completion of the conversion of all Haringey's street lighting to LED and bringing the central management system into operation in 2021/22 as part of the Street Lighting Investment Plan is therefore key to enhancing local road safety.
- 6.20 One component of the Parking Investment Plan is to consider the appropriateness of currently assigned sections of footway for motor vehicle parking. Accessibility along footways, particularly for wheelchair users, mobility scooters and mothers with prams, is impacted by the available footway width. If this is too narrow (or even perceived as being too narrow), this will discourage footway use. Inconsiderate pavement parking (even where permitted) can force pavement users into the road, placing them at unnecessary risk. The repurposing of footway space to encourage walking and other forms of pavement use therefore has a beneficial impact on road safety.
- 6.21 Whilst winter gritting helps to combat icy roads, effective management of surface water is vital in ensuring a safe local road network. The Flood Water Management Investment Plan will aid this by ensuring that the flooding of roads is combatted by ensuring an effective drainage system, in tandem with enhanced use of sustainable drainage systems (SuDS). Preventing roads from flooding better protects road surfaces from water penetration – the freeze-thaw cycle in a road surface in tandem with trafficking causes potholes to be formed. Minimising the potential for this to occur is therefore of clear benefit to cyclists, motorcyclists, e-bike users and, in the future, e-scooters.
- 6.22 Looked at holistically, these forms of investment are clearly key to creating a local highway network that is safe for all road users, but even more so for those that are regarded as vulnerable road users. For this reason, the Road Safety Strategy and Action Plan will consider and, ultimately, influence these investment plans in the future.
- 6.23 However, there are initiatives already identified for the 2021/22 financial year that will build upon the measures being delivered through the Highway Works Plan 2020/21. Post-completion road safety audits will be conducted, where



appropriate, for the schemes identified in paragraph 6.10. As an outcome of the audits, additional road safety measures may be required.

### **Road Safety Strategy and Action Plan**

- 6.24 During the first quarter of 2021/22, a new Road Safety Strategy and Action Plan (RSSAP) will be prepared and published. The document has been identified as a key delivery plan within the Transport Strategy.
- 6.25 The RSSAP will set out objectives of how road danger is intended to be reduced within the borough and will justify where interventions are required. The RSSAP will also include an evidence base via a borough road safety assessment and establish a series of measures for monitoring the Council's progress in achieving its objectives.
- 6.26 The focus is likely to be on two main areas: supporting the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041 – and the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists.
- 6.27 It is expected that the RSSAP will set out exactly how these objectives will be achieved through a mixture of reactive and proactive measures and, more broadly, working to improve safety on Haringey's streets. In turn, this will encourage more sustainable transport choices.
- 6.28 Once complete, the RSSAP will help identify the road safety schemes to be delivered in 2021/22 and in future years, taking the impact of Covid-19 into account which is likely to have changed travel patterns.
- 6.29 The RSSAP will be a live document and the data substantiating it will need reviewing at regular intervals to evaluate the impact of completed projects and to identify any new collision patterns.

### **Pedestrian crossing and other road safety projects**

- 6.30 An initial list of pedestrian crossing projects has been identified, subject to feasibility studies, and these are as follows:
  - Colney Hatch Lane (Alexandra Ward)
  - Wakefield Road (Tottenham Green Ward)
  - Alexandra Park Road (Alexandra Ward)
  - Crossing associated with Highgate Wood School

A new pedestrian crossing is also planned for Hornsey Park Road, funded from a development-based Section 278 Agreement.

- 6.31 £100k of Streetspace Plan funding and a potential further funding of £50k from Transport for London will be assigned to delivering these and further pedestrian crossing locations that emerge from the development of the Road Safety Strategy and Action Plan.



- 6.32 A further £100k of Streetspace Plan funding (as well as potential further funding of £50k from TfL) will be assigned for other road safety projects that are identified through the RSSAP.
- 6.33 Both the further programme of road safety and pedestrian crossing projects will be agreed in conjunction with the Cabinet Member for Transformation and Public Realm Investment. These will contribute to improved road safety as well bringing wider benefits, such as an improved walking environment.
- 6.34 Options relating to motorcycle safety will also be investigated, including considering whether motorcycle users should be allowed to use bus lanes as a means of enhancing their safety.

### **Project funding**

- 6.35 As set out in paragraphs 6.31 and 6.32, the RSSAP – and the projects that are subsequently agreed – will be funded from the Streetspace projects (SCIL funding agreed by Cabinet December 2020) and, potentially, from Transport for London (TfL).
- 6.36 The Council will invest £200,000 (annually for three years) from its Streetspace project SCIL<sup>3</sup> for road safety and pedestrian crossing projects. In addition, it may receive a further £250,000 from TfL per year. It is important to note that the TfL funding has not yet been confirmed. However, the Council was unsuccessful in securing funding for two bids for road safety-related schemes from SCIL. These were improvements to pedestrian crossing facilities at The Roundway/Downhills Way/Lordship Lane junction (£200k) and speed management schemes at various locations (£50k). If the £250,000 funding from TfL is forthcoming, this could potentially fund the progression of these two initiatives.
- 6.37 It is also important to note that, if the Road Safety Strategy and Action Plan does set out an objective to achieve Vision Zero, then significant additional funding will be required to deliver this, as well as needing certainty over TfL funding. This will, by necessity, be addressed in a further report to Cabinet.

## **7 Design, Consultation and Engagement**

- 7.1 The Council is committed to ensuring that local communities are informed of the road safety projects in their neighbourhoods.
- 7.2 The highways projects identified within this report and the subsequent RSSAP will be developed in accordance with national, regional, local standards and best practice.
- 7.3 The level of consultation / notification for projects included within this RSIP is set out in Appendix 2.

---

<sup>3</sup> agreed by Cabinet December 2020

- 7.4 The Council will continue to improve the quality of information available to residents and other interested parties on road safety and other highways and transport projects planned for their areas. This will involve information being made readily available on the Council's website, as well as through works signing and advance warning to minimise disruption and inconvenience associated with works.

## **8 Contribution to strategic outcomes**

- 8.1 The RSIP supports two Themes within the Borough Plan 2019-2023.
- 8.2 People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The RSIP will contribute to specific outcomes within this Theme, by improving road safety and thus encouraging active travel and modal shift.
- 8.3 Place Theme: A place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The RSIP will contribute to specific outcomes within this Theme, by improving the public realm and road network, reducing collisions, while improving accessibility for all road users.
- 8.4 London-wide contribution to a healthier London – the proposals in this report will support delivery of The Mayor of London's Transport Strategy and Local Implementation Plan 3.
- 8.5 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport to be delivered.
- 8.6 Transport Strategy - the Council's Transport Strategy sets out the strategic vision, objectives, and priorities on the future of transport in Haringey over the next 10 years. The Strategy outlines how the priorities in the Haringey Borough Plan will be achieved and the role that road safety projects and programmes play in achieving this.
- 8.7 Haringey's draft Climate Change Action Plan – which sets out how the borough will become net zero carbon by 2041. Improved road safety will encourage active travel and therefore a reduced reliance upon motor vehicles. In turn, this will reduce energy consumption and carbon emissions.

## **9 Statutory Officers' comments**

### **9.1 Comments of the Chief Financial Officer**

- 9.1.1 This report sets out the proposed expenditure for the Road Safety Investment Plan for the forthcoming year. The approved capital programme agreed by Council at its budget setting meeting of the 1st March 2021 allocated £5.1m to the Streetspace Plan. This report proposes utilising £0.2m of that funding. The report also identifies potential TfL funding of £0.3m towards capital schemes.

Once the funding is confirmed, the funding and the scheme(s) will be added to the approved capital programme but until then no expenditure can be incurred.

## **9.2 Comments of the Head of Legal and Governance (Monitoring Officer)**

- 9.2.1 The Head of Legal & Governance has been consulted on the preparation of this report and comments as follows:
- 9.2.2 The Council, as the traffic authority for the borough, has a statutory duty under section 39 of the 1988 Road Traffic Act to “prepare and carry out a programme of measures designed to promote road safety”
- 9.2.3 This report seeks approval of the Road Safety Investment Plan for 2021/22 financial year and a new Road Safety Strategy and Action Plan to ensure it complies with its statutory duties under the Road Traffic Act 1988.
- 9.2.4 The Head of Legal Services and Governance confirms that what is being proposed and recommended within this report is in accordance with the law as referred to within this report, and there is no legal reason why the decisions in this report cannot be taken.

## **9.3 Equalities Comments**

- 9.3.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 9.3.2 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.
- 9.3.4 The proposed plan is likely to have positive impacts on some of the protected characteristics whilst there may be some negative impacts on some protected characteristics and on non-protected characteristics. As individual schemes within the plan are developed and where appropriate public or statutory consultation undertaken, the full impacts of the scheme will at that point be better understood including the need to need to foster good relations between people who share those characteristics and people who do not. This is an important factor given the potentially significant differences between demographics for specific areas and the resulting impact on protected groups.
- 9.3.5 Feedback from consultations on individual schemes will be taken into account to ensure that we are considering perspectives of all individuals affected by

works, including protected groups, to ensure that the Council is upholding its obligations under the Public Sector Equality Duty. Any adjustments including requirement for an Equality Impact Assessment (EQIA) on an individual workstream or scheme within it will be considered at that point and on a case-by-case basis. Further analysis on the likely impacts is provided in Appendix 3.

## **10 Use of Appendices**

Appendix 1 – Existing programmes contributing to improved road safety

Appendix 2 – Consultation

Appendix 3 – Further equality analysis

## **11 Local Government (Access to Information) Act 1985**

- Borough Plan 2019-2023
- 2018 Transport Strategy
- Local Plan
- Highways Asset Management Plan
- Local Implementation Plan – 3-Year Delivery Plan 2019 – 2022
- Draft Walking & Cycling Action Plan 2021

## **12 Web links to schemes**

- [www.haringey.gov.uk/smartertravel](http://www.haringey.gov.uk/smartertravel)
- [www.haringey.gov.uk/majorschemes](http://www.haringey.gov.uk/majorschemes)
- <http://haringey.roadworks.org>

## Appendix 1 – Existing programmes contributing to improved road safety

### A. Behavioural Change and Educational Work

Currently, most of the work is paused due to COVID-19. The Council's Smarter Travel Team focuses on improving safe travel behaviours and reducing road danger. It works with schools, communities, and many residents to consider their travel behaviour, with a focus on promoting safe, sustainable and active travel. Programmes have been developed by the Smarter Travel Team to meet targets for Vision Zero, focusing on education and raising awareness on behaviours across the borough.

Ongoing programmes still in operation:

- Education programme for year 6 students around their transition to secondary school, facilitating safe, independent travel. End of school year publication.
- Online motorcycle safety awareness campaign.
- Member of 2 Wheels for London (website in footer<sup>4</sup>), which runs road safety events on powered 2-wheelers.
- School Maps – designed to show 5 and 10-minute walking zones around schools, highlighting safe routes. Resource for all schools.
- Using local and social media platforms to promote the Road Safety Awareness campaign. Delivered in monthly schools' bulletin and social media.
- Working with schools to promote behaviour change away from cars with various schemes including incentives and launching the School Streets initiative. Working with the schools with School Street plans.

Programmes currently paused but which will re-commence, post-Covid-19:

- Theatre in Education – a school-based theatre group for secondary, primary and infant schools, showing a play relating to safe and active travel. Annual programme with engaged schools.
- Walk to school week and Hari Bear – promoting safe routes and encouraging walking to schools. Annual programme with engaged schools.
- Pedestrian training for primary school pupils /Junior Travel Ambassador programme. Annual programme with engaged schools.
- Support the Metropolitan Police's "Community Road Watch" to improve road safety, through education and engagement working with residents. Managed by the Metropolitan Police's Safer Transport Teams, it involves Council officers and volunteers in the borough to assist the Metropolitan Police in monitoring and enforcing speed limits in the borough. A similar programme - "Junior Road Watch" - targets school pupil to raise awareness on speeding. Annual programme with schools.
- Junior Citizens programme organised by the Metropolitan Police. Annual programme with engaged schools.
- Safe Drive Stay Alive – for the last 7 years, the Council has run an award-winning educational half day for 16- and 17-year-olds to make them

---

<sup>4</sup> <https://www.2wheelslondon.com/>

## Appendix 1 – Existing programmes contributing to improved road safety

aware of safe driving as they start the journey to become drivers. Annual event.

- Saddle and Sole event Finsbury Park, a walking and cycling festival. Including cycling safety and cycling advice. Annual event.
- Cycle training in schools and across the community including for Adults and Communities. A range of events and training over the year.
- Participating in the TfL STARS programme for schools, a school-led behaviour change programme encouraging safe and active travel to schools. Annual programme with engaged schools.

### **B. Safe speeds:**

TfL's Vision Zero Action Plan states that 20mph is a safe speed limit on roads when a vulnerable road user is involved in vehicle conflict. Haringey Council has already taken action to reduce speed limits to 20mph on all borough roads but, in some locations, speeding remains a problem and other programmes of work are under way to address this.

The Council's Smarter Travel Team will continue to work alongside Council engineers to raise awareness campaigns to publicise and educate the public on the importance to adhering to 20mph speed limits. The Team continues to work with the Metropolitan Police and the residents on a range of programmes such as Community Road Watch and Junior Road Watch; this involves working with local residents, schools, and pupils to raise awareness of speeding outside schools.

### **C. Safe streets:**

When delivering significant highways schemes, the Council will undertake a road safety audit (RSA). These are used to inform the design process and investigate measures in and around the schemes that are proposed. These are reported back to partners such as the Metropolitan Police for information on the schemes.

Alongside Haringey's own schemes, TfL produces location maps which identify the locations of the collisions. In the case of fatal collisions, the Council – with the police - reviews these collisions and the highways around these to assess if engineering solutions are needed and can be delivered to improve safety.

The TfL Vision Zero Action Plan has also identified junctions on the Transport for London Road Network (TLRN) where it is believed that safety improvements can be made. The Council will continue to lobby TfL to make these TLRN junctions safer for walking and cycling. The aim is to create a more pleasant walking environment and support casualty reduction.

## Appendix 2 – Consultation

The various strands of work will be the subject to further consultation / notification. The level of consultation / notification will depend on the impact of the scheme on the local community. The three consultation / notification types are:

- Notification of works (All works) – residents and businesses of affected roads will be notified by letter drop on approval of the Highways Investment Plan. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction. Resident, businesses and other interested parties will have the opportunity to approve/object to these proposals and these considerations will be taken into account before implementing the scheme.
- Full consultation – any high-profile schemes will be subject to full consultation which will include public events (where possible) and formal consultation questionnaires.

The Table below sets out the consultation process by scheme type

Scheme Type	Consultation Type		
	Notification	Statutory Notification	Full Consultation
Road Safety Strategy and Action Plan	✓		
Road safety projects		✓	
Pedestrian crossing projects		✓	

## **Appendix 3 – Further equality analysis**

### **Road Safety Strategy and Action Plan**

This project will analyse a range of data sources, including collision data, with the key aim of providing an evidence base for future road safety investment plans and projects.

It is not expected that people with protected characteristics or those without will be negatively or differentially affected as this project is simply about data capture and analysis.

At this stage, the process for adoption has not been fully scoped out.

### **Road safety projects**

Projects within this strand of work will be identified following completion of the RSSAP – identified as a delivery plan to support the Transport Strategy.

Projects will be carried out in areas where there is a history of collision and will aim to reduce road danger.

People from more deprived areas, some ethnic minorities, disabled people, children and older people experience the worst impacts of road danger, noise and air pollution.

Main roads pass through some of the most deprived communities, creating environments that are not inclusive to all, with roads that are intimidating and difficult to cross.

People walking in the most deprived areas of London are more than twice as likely to be injured as those in the least deprived areas.

People aged between 20 and 29 years old are more likely to be killed or seriously injured than other age groups and the number of children killed or seriously injured in cars increased in 2016.

BAME Londoners are more at risk, with children in this group being on average 1.5 times as likely to be killed or seriously injured on the roads than non-BAME children

Without action, inequality could get worse as the population grows

London's population is also living longer, which means there will be a greater proportion of older people who are less able to cope with the physical impact of collisions. These changes in London's population mean it is even more vital, and yet more challenging, to tackle road danger

The design of the projects will take account of national regulations as well as current best practice.

### **Pedestrian Crossing Projects**

The location of the crossings listed in section 6.30 have been identified where there is known local demand for new pedestrian crossing and no existing facility.



### **Appendix 3 – Further equality analysis**

Depending on the level of funding made available in-year further crossings may be identified. Locations will take account of the outcome of the RSSAP, for the reasons given above.

This page is intentionally left blank

**Report for:** Cabinet Meeting 9 March 2021.

**Title:** Flood Water Management Investment Plan (FWMIP) 2021/22

**Report authorised by** Stephen McDonnell, Director of Environment and Neighbourhoods

**Lead Officer:** Ann Cunningham, Head of Highways & Parking  
02084891355  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

Peter Boddy, Highways and Traffic Manager.  
02084891765  
[Peter.Boddy@haringey.gov.uk](mailto:Peter.Boddy@haringey.gov.uk)

**Ward(s) affected:** All

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

## **1 Describe the issue under consideration.**

- 1.1 It is widely recognised that the combined effects of climate change and continuing urban development will give rise to increased flood risk. In London alone, there are many properties that are deemed at risk of flooding.
- 1.2 Haringey is responsible for taking the lead in managing flood risk from surface water, groundwater, reservoirs, rivers, and some of the smaller watercourses. In 2010, the Flood and Water Management Act came into effect and this required the Council to take on the role of lead local flood authority (LLFA) for the Haringey area.
- 1.3 It is not possible to completely stop flooding, but steps can be taken to reduce the effect through measures including that of highways drainage resilience works and schemes to prevent unmanaged flooding.
- 1.4 The Flood Water Management Investment Plan (FWMIP) sets out the capital investment programme for 2021/2022. Appendix 1 sets out the proposed allocation of funding across 15 schemes within the overall programme. This programme has been developed to meet the objectives in the Haringey Local Flood Risk Management Strategy.
- 1.5 The schemes proposed in the Flood Water Management Investment Plan are a 'living document' of proposals which are developed as the Council understands the various issues that have an impact on flooding.

## **2 Cabinet Member Introduction**

- 2.1 The Flood and Water Management Act became law in 2010. Under the Act, Haringey Council was designated as a 'lead local flood authority (LLFA)'. A key part of the work associated with this responsibility is to see what can be done by all to reduce the risk of flooding. Understanding why flooding occurs and putting in place measures that reduce flood risk can be very complex. The proposed works in the Flood Water Management Investment Plan for 2021/22 are as set out in this report and listed in Appendix 1.
- 2.2 This year, in line with our Borough Plan 2019-2023, Flood Risk Management Strategy and Asset Management Strategy, the Council will be investing £869,000 into a range of proposals with the aim of flood prevention and drainage improvements to the public realm.
- 2.3 The Council will continue to engage with residents, community groups, businesses and other interested parties when developing larger flood schemes, where proposals will alter the existing infrastructure. This engagement will include for consultation around the disruption from the proposed construction works and allow consultees to make suggestions for consideration in the formation of the detailed designs.

### **3 Recommendations**

- 3.1 It is recommended that Cabinet:
- a) Approves the Flood Water Management Investment Plan for the 2021/22 financial year as set out in the attached Appendix 1
  - b) Gives delegated approval to the Head of Highways and Parking, consequential on the Flood Water Management Investment Plan:
    - To make decisions relating to scheme design and implementation;
    - To carry out consultation;
    - To consider representations received in response to consultation and to report significant or substantial concerns back to the relevant Cabinet Member; and
    - To make traffic management orders, where there are no valid objections.

### **4 Reasons for Decision**

- 4.1 The FWMIP sets out the Council's flood water management and highways drainage resilience projects for the coming financial year and how they align with the Council's strategic objectives.
- 4.2 The report provides detail of the funding arrangements and seeks authority to proceed with the development and delivery of these projects. Some of those projects will be subject to appropriate consultation.

### **5 Alternative options considered.**

- 5.1 No other options were considered. The Council has a statutory obligation to maintain the public highway network. The Council is the lead local flood

authority in the borough and responsible for taking the lead in managing flood risk from surface water, groundwater, reservoirs, rivers and some of the smaller watercourses. This 2021/22 investment plan has been informed by the Council's Transport Strategy, Asset Management Strategy and Flood Risk Management Strategy. The projects proposed are those that have already been identified as priorities and start the process of reducing the risk of future flooding in the borough.

- 5.2 The funding for the proposed projects comes from Council resources approved by Cabinet in December 2020 as part of the Capital Programme and external grant received since the approval of the Highways Works Plan 2020/21

## **6 Background Information**

- 6.1 Flooding is likely to become a more frequent event due to climate change, and the scale of flood events may also increase in the future. The cause of the increase in flood events would be wetter weather throughout the year contributing to surface water flooding overloading the existing drainage systems, as well as river flooding through increased catchment runoff, leading to the risk of many more properties being deemed at risk of flooding.
- 6.2 The Flood & Water Management Act 2010 has assigned new responsibilities to local authorities including making Haringey a lead local flood authority (LLFA). This requires the borough to work with strategic partners such as the Environment Agency, water companies and others to manage various aspects of flood risk. In line with its responsibilities as a LLFA, a Local Flood Risk Strategy was produced and subsequently adopted by Haringey in July 2019.
- 6.3 That Strategy not only aims to clarify the roles of the key partners and improve collaborative working through the sharing of information, but to identify flood management solutions that can be developed to provide multiple benefits to the natural and social environment. The FWMIP 2021/22 identifies projects and programmes of work to achieve this objective as well as supporting the ongoing process of identifying and developing future opportunities.
- 6.4 There are a number of external funding opportunities to support the delivery of the Council's flood water management projects. This includes match funding through the Environment Agency for flood water management schemes and the GLA's Greener City Fund for local SuDS projects. Grant funding of £219k has been awarded to support the FWMIP for 2021/22.
- 6.5 In 2020, the government announced a £200 million fund for innovative projects to help communities be more resilient to flooding and coastal change. This fund provides opportunity to develop and test new and emerging approaches and ambitions. On average, each of the selected projects will receive £6 million between from April 2021 and 31 March 2027. With this funding, projects will need to demonstrate how practical innovative actions can work to improve resilience to flooding. The London Borough of Haringey prepared and applied for 2 separate bids:

- a) As a single LLFA forming a partnership with different community groups.
- b) As an LLFA forming a joint partnership with the London Borough of Enfield, Hackney, Waltham Forest, Environment Agency, Thames Water, University of East London, Imperial College London and Thames 21.

6.6 Single and joint bids were made to the Environment Agency on the 29<sup>th</sup> January 2021 for these flood resilience proposals, which if successful, will significantly add to the FWMIP.

#### Single Bid

“Combining nature-based solutions and smart control systems to deliver flood and climate change resilience for the Moselle Brook and Stonebridge Brook catchments”.

The project covers the catchments of the Moselle Brook and Stonebridge Brook passes critical drainage areas in the borough. The key aspects of the project include:

- a) SuDS interventions within the contributing catchment to intercept flows prior to entering the piped networks which contribute to the Moselle and Stonebridge Brook.
- b) Nature-based solutions along the alignment of the Moselle and Stonebridge Brooks as a means of making space for water, improving water quality, and adding to the amenity provisions for the local communities.
- c) Use of 'smart' sensors and real time control. Controls would be placed at critical junctions on the pipe network to enable flows to be managed during high flow situations.
- d) Active controls could also be placed along the watercourses to make full utilisation of the storage available in public open space rather than flooding downstream properties.

#### Joint Bid

“Building flood resilient communities and neighbourhoods in the London Lea Catchment”.

The scheme seeks to deliver hundreds of small-scale sustainable drainage schemes (SuDS) features to homes, schools, and other areas of private and public land in locations that would deliver tangible flood and other benefits. There are multiple components to this including:

- a) Encouraging and incentivising private householders (especially in deprived flood risk catchments) to install low-cost SuDS features such as rain gardens/planters and green roofs.
- b) Encouraging, incentivising and optimising the delivery of SuDS retrofit of large or multiple buildings, focusing on schools, care homes and housing associations.
- c) Developing and installing a local monitoring system (i.e. smart water butts and a network of gully sensors) to improve evidence on the costs and

benefits of small scale innovative resilience actions. These devices can act as a local community flood warning system.

d) Integrating SuDS (e.g. rain gardens) retrofit opportunities into other (non-flood related) public realm projects including, traffic calming, street trees, cycling infrastructure, utility works, car parks, parks and open spaces, and existing highway verges.

e) Creation of large-scale SuDS in parks e.g. wetlands, ponds and basins.

6.7 The Council agreed an investment of £2,040,000 into FWM between 2021/22 and 2023/24. Of this funding, £650,000 is agreed for 2021/22, allowing a total budget of £869,000 within the FWMIP. The breakdown of this funding is set out in paragraph 8.2 of this report. It is also expected that there will be additional investment associated with regeneration and other development and transport projects approved through other investment programmes.

6.8 The details and locations of the schemes within the programme are set out in Appendix 1. These projects fall generally into 4 categories:

- Strategic or local suburban drainage schemes to help manage flood water (SuDS).
- Projects to support the operation of Haringey as the lead local flood authority, including work to support new funding opportunities.
- Resilience projects supporting improvements to the existing highways drainage infrastructure, ensuring that it operates effectively and that it is not a limiting factor in the overall surface water drainage network leading to localised flooding.
- Education initiatives to help raise awareness within the community of flood water management issues and the Local Flood Risk Management Strategy (LFRMS).

### **Design, Consultation and Engagement**

6.9 We are committed to ensuring that local communities are informed of the flood water management improvements in their neighbourhoods.

6.10 The proposals identified within this report will be developed or directed by officers. All proposals will be developed in accordance with national, regional, local standards and best practise.

6.11 The level of consultation/ notification for schemes is set out in the attached Appendix 2.

6.12 The Council will continue to improve the quality of information available to residents and other interested parties on transport projects planned for their areas. This will involve information being made readily available on the Council's website, as well as through improved works signing and advance warning to minimise disruption and inconvenience associated with works.

## **7 Contribution to strategic outcomes**

7.1 The Flood Water Management Investment Plan supports two themes within the Borough Plan 2019-2023.

- 7.2 People Theme: A Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential. The projects in the Flood Water Management Investment Plan will contribute to specific outcomes within this theme, by improving road safety through reduced flooding incidents.
- 7.3 Place Theme: A place with strong, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The projects in the Flood Water Management Investment Plan will contribute to specific outcomes within this theme, by improving the public realm, the road network condition and properties which are affected by flooding.
- 7.4 London-wide contribution to a healthier London - The Mayor of London's new Transport Strategy and the Local Implementation Plan 3 approved in June 2019.
- 7.5 Haringey's draft Climate Change Action Plan – which sets out how and why the borough will become net zero carbon by 2041.

## **8 Statutory Officers comments**

### **8.1 Comments of the Chief Financial Officer**

- 8.1.1 This report sets out the expenditure plan for the Traffic and Parking Service in the forthcoming year detailing all the Flood Water Management Investment Plan that includes the various funding streams that have been confirmed by the Environment Agency, Greater London Authority and the Council's investment.
- 8.1.2 The list below provides a breakdown of the budgets for the flood water management capital investment for 2021/22 as agreed at the Council's budget setting meeting of the 1<sup>st</sup> March, £0.650m, plus an additional grant from the Environment Agency of £0.199m and a grant from the GLA £0.020m. The two grants will be added to the capital programme.

£m	
Council FWMIP Capital Investment	£0.650
Environment Agency Grants	£0.199
Greater London Authority Grant	£0.020
<b>Total</b>	<b>£0.869</b>

- 8.1.3 The revenue costs of the proposed investment are budgeted for in the MTFS as agreed by Council at its budget setting meeting of the 1<sup>st</sup> March 2021.

### **8.2 Comments of the Head of Legal and Governance (Monitoring Officer)**

- 8.2.1 The Council as a local highway authority has a statutory obligation to maintain the public highways in the borough that it is responsible for, including the management of flood water. This report sets out the Flood Water Management Investment Plan and any necessary consultation for the financial year 2021/22.



8.2.2 The Head of Legal and Governance confirms there are no legal reasons preventing the Cabinet from approving the recommendations in the report.

### **8.3 Strategic Procurement Comments**

8.3.1 There are no procurement issues arising from this report.

### **8.4 Equalities Comments**

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

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

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

8.4.3 An Equalities Impact Assessment (EqIA) formed part of the statutory consultation process in 2018/19 which informed the development of the Local Implementation Plan 3 (LIP). The LIP sets out the objectives, delivery plans and monitoring arrangements for all transport scheme proposals, including those that contain flood water management works.

8.4.4 The key beneficial impacts relate to:

- Improved access to facilities due to managed flooding measures will benefit all Haringey residents and visitors, but some protected groups such as older people and children will benefit disproportionately.
- Safer roads and reduced levels of water pollution are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.

8.4.5 Groups who may have greater reliance on travel by car (e.g. people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively. Schemes will be individually planned and delivered in such a way as to minimise any negative impacts that may arise due to construction works.

8.4.6 Flood water management schemes can increase cycling and walking through improved drainage to the highway network.

8.4.7 The communication and engagement measures set out in the Flood Water Management Investment Plan 2021/22 will increase awareness of works and minimise disruption caused at implementation stages. This will allow residents adequate time to make alternative travel arrangements, and any necessary adjustments will be made on a scheme-by-scheme basis in order to ensure continued access for affected groups with protected characteristics including disabled and elderly residents.

## **9 Use of Appendices**

Appendix 1 – Flood Water Management Investment Plan proposals for 2021/22

Appendix 2 – Consultation for Flood Water Management Works Plan in 2021/22

## **10 Local Government (Access to Information) Act 1985**

- Borough Plan 2019-2023
- 2018 Transport Strategy
- Local Plan
- Local Implementation Plan – 3-Year Delivery Plan 2019 – 2022
- Local Flood Risk Management Strategy
- Highways Works Plan 2020/21

## **11 Web links to schemes**

- [www.haringey.gov.uk/smartertravel](http://www.haringey.gov.uk/smartertravel)
- [www.haringey.gov.uk/majorschemes](http://www.haringey.gov.uk/majorschemes)
- <http://haringey.roadworks.org>
- Surface Water Management Plan [Quality Page \(haringey.gov.uk\)](http://www.haringey.gov.uk/quality-page)

**Appendix 1:- Flood Water Management Investment Plan 2021/22**

Project Name: Crescent Gardens SuDS Project Phase II. Project Description: Educational information boards explaining; the completed SuDS scheme that was installed in 2020 to prevent flooding through surface water being drains directed into gardens. Council Funding £10,000. Ward: Woodside. Work Stream: Educational and Awareness.

Project Name: Victoria Crescent SuDS Project. Project Description: minor modification to the SuDS project installed in the amenity space in 2020. Council Funding £1000. Ward: St Ann's. Work Stream: Local SuDS

Project Name: Queens Wood Natural Flood Management Project. Project Description: Scheme to mitigate surface water flood risk to the properties at Wood Vale and the surrounding areas as well as protecting the ecology and biodiversity of an ancient woodland. Works proposed to be on site in March 2021. Grant Funding: Environment Agency £169,000. Council Funding £93,000. Ward: Muswell Hill. Work Stream: Strategic SuDS.

Project Name: Chestnuts Park Flood Alleviation Scheme. Project Description: To investigate the possibility of opening the Stonebridge brook culvert and reduce flooding of downstream properties. Further surveys include topographical, ecological and connectivity. Detailed design commences in 2021/22. Grant Fund: Environment Agency £30,000. Council Funding £13,000. Ward: St Ann's. Work Stream: Strategic SuDS

Project Name: Larkspur Close (IUD) - Phase II. Project Description: Detailed design and commencement of the construction of the SuDS works at Fryatt Road and Jellicoe Road to reduce the flooding incidents in Larkspur Close. Council Funding £114,000. Ward: White Hart Lane. Work Stream: SuDS

Project Name: Muswell Hill Flood Mitigation Scheme. Project Description: Detailed designs of SuDS improvements (rain gardens, permeable paving, retention basin) within the area of the junction of Muswell Hill, Priory Road, Park Road, Etheldene Avenue and Farrer Mews to address the existing surface drainage issues. May be part of Crouch End liveable neighbourhood scheme. Council Funding £20,000. Ward: Fortis Green. Work Stream: SuDS

Project Name: The Lindale and Cooperage Close Minor SuDS Scheme. Project Description: Completion of SuDS scheme with planting and paving works. Grant Fund: Greater London Authority £20,000. Council Funding £4,000. Ward: Northumberland Park. Work Stream: SuDS

Project Name: Blaydon Walk / Willoughby Park Road Minor SuDS. Project Description: Maintenance contribution to previously completed SuDS scheme. Council Funding £1,000. Ward: Northumberland Park. Work Stream: SuDS

Project Name: Adams Road SuDS Scheme. Project Description: Construction of SuDS works to reduce surface water flooding near the school and the Lordship recreational ground. Council Funding £115,000. Ward: West Green. Work Stream: SuDS

Project Name: Cross Lane's Flood Alleviation Scheme. Project Description: Hydraulic modelling and detailed design of scheme for Cross Lane which is a flood risk hot spot to residential properties. Council Funding £35,000. Ward: Hornsey. Work Stream: Risk Management & SuDS

Project Name: Highways Traffic SuDS scheme. Project Description: Any SuDS features installed as a part of propose Highways Traffic Scheme. Council Funding £25,000. Ward: Borough wide. Work Stream: SuDS

Project Name: Innovative Resilience Funding Bid. Project Description: Drafting proposals for a government's fund for innovative projects to help communities to be more resilient to flooding and coastal change. Council Funding £4,000. Ward: Borough wide. Work Stream: Risk Management & SuDS

Project Name: London Lee Catchment Partnership - Thames 21. Project Description: Annual contribution to Thames 21. Use its contact network including corporates, government, academic, charitable trusts, and any other contacts to develop and apply on behalf for funds along with engagement of local communities. Council Funding £5,000. Ward: Borough wide. Work Stream: Risk Management & SuDS

Project Name: LFRMS & FRMP, SFRA & SWMP. Project Description: Updating the Local Flood Risk Management Strategies, Flood Risk Maps, Strategic Flood Risk Assessments, Surface Water Management Plan. Council Funding £10,000. Ward: Borough wide. Work Stream: Risk Management & SuDS

Project Name: Contribution to Gully Cleaning and replacement/repair works. Footway SuDS works. Project Description: Gully Cleaning and Repair Works throughout the borough. Some SuDS, as viable, to be incorporated into major footway replacement works. Council Funding £200,000. Ward: Borough wide. Work Stream: Resilience

**Total Grant funding: £219,000 and Total Council Funding: £650,000**

## **Appendix 2: Consultation for Flood Water Management Investment Plan**

The various flood water management schemes developed through the FWMIP will be the subject of consultation/ notification. The level of consultation will depend upon the impact of the scheme on the local community and whether it is a statutory requirement. The three consultation/notification types are:

- Notification of works (schemes that have an impact on the highway network and public realm) – residents and businesses of affected properties will be notified by letter drop before commencement of detailed design works of larger scale schemes. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification e.g. traffic management orders - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses locally affected by the proposals will also be notified by letter drop. The notification will provide details of the scheme and a commencement date for the proposed construction works. Resident, traders and stakeholders will have the opportunity to approve/object to these proposals and these will be considered before implementation of the schemes.
- Public consultation – any larger high-profile schemes will be subject to a consultation with the locally affected properties and lead user groups (where applicable e.g. for parks). The consultation will include public and Microsoft Teams meetings, exhibition of proposals on the web and on local notice boards, the liaison with local groups. Below sets out the consultation process for each scheme.

### **Consultation on Flood Water Management Investment Plan 2021/22**

Scheme Name: Queens Wood NFM Project.

Notification: Yes. Statutory Notification: Yes. Public Consultation: Yes

Scheme Name: Chestnuts Park Flood Alleviation Scheme

Notification: Yes. Statutory Notification: Yes. Public Consultation: Yes

Scheme Name: Larkspur Close (IUD) - Phase II

Notification: Yes. Statutory Notification: Yes. Public Consultation: Yes

Scheme Name: Adams Road SuDS Scheme

Notification: Yes. Statutory Notification: Yes. Public Consultation: Yes

Scheme Name: Footways and Traffic Schemes SuDS works

Notification: Yes. Statutory Notification: Yes. Public Consultation: Where Applicable.

This page is intentionally left blank

**Report for:** Cabinet 9<sup>th</sup> March 2021.

**Title:** Cleaner Haringey Strategy.

**Report authorised by :** Stephen McDonnell

**Lead Officer:** Steve Baker [steve.baker@haringey.gov.uk](mailto:steve.baker@haringey.gov.uk)

**Ward(s) affected:** All

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

**1. Describe the issue under consideration**

- 1.1. This report seeks approval from Cabinet for a Cleaner Haringey Strategy to provide a high-level framework to deliver on the Council's ambition for Haringey to be a place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green.

**2. Cabinet Member Introduction**

- 2.1 Haringey is a vibrant and busy London borough. Like all inner London boroughs, keeping public spaces free from litter, detritus, illegally dumped rubbish and graffiti continues to be challenging. Keeping the borough clean is one of the most visible obligations the council has.
- 2.2 In this report, I set out a plan to tackle four priorities that have evolved from our consultations:
- Fight illegal rubbish dumping
  - Keep our streets free from litter and detritus
  - Tackle the blight of graffiti and flyposting
  - Ensure waste is sufficiently contained in bins
- 2.3 In satisfying these priorities, I am aware we have to work smarter and meet the financial challenges all local authorities are faced with.
- 2.4 In meeting this challenge, I call on all council staff, residents and business owners to help our officers keep the borough clean and report problems where they exist. By working together, with strong civic pride, I believe we can achieve a cleaner Haringey

**3. Recommendations**

- 3.1. It is recommended that Cabinet:
- i. Approve the Cleaner Haringey Strategy as attached at Appendix 1.
  - ii. Delegate authority to the Director of Environment & Neighbourhoods in consultation with the Cabinet Member for Transformation & Public Realm Investment, to make minor amendments to the Strategy as and when required.

#### **4. Reasons for decision**

- 4.1. The challenges of waste management in Haringey are substantial and an ongoing key concern for our residents and business owners. We know that these challenges will increase as more people move into the borough and more businesses decide to locate to Haringey on the back of our successful regeneration plans.
- 4.2. We know from the work we have carried out over the last 18 months that a concerted effort, driven by clear priorities can deliver results. Our success in tackling problematic fly tips, waste containment issues and increasing our engagement with local communities is evident. We need to build on our work to date and believe that our Cleaner Haringey Strategy offers a framework that clearer sets out the challenges and concerns of our communities, understands the changing nature of our borough and offers four clear priorities, a set of deliverables and outcome measures for us to work towards and be held accountable for.
- 4.3. The Strategy has been informed by reviewing service data, resident surveys and member feedback. The Strategy outlines a number of short to medium term actions that will be undertaken within the remit of Waste Client that satisfy four priorities:
  - Fight illegal rubbish dumping
  - Keep our streets free from litter and detritus
  - Tackle the blight of graffiti and fly posting
  - Ensure waste is sufficiently contained in bins

#### **5. Alternative options considered**

##### **5.1. Do Nothing**

- 5.1.1. There is clear ambition in Haringey for a cleaner environment, as captured in the Borough Plan's Place Priority. Doing nothing would not be consistent with this level of ambition. The delivery of a Strategy offers a set of commitments and action plans to guide all the activities around creating a more attractive, and cleaner borough.

##### **5.2. Alternative option**

- 5.2.1 The Council could continue to deliver a Waste Service and improve its offer to its many residents and businesses through a number of separate related Strategies, Policies and Action Plans. An overarching Strategy offers a joined-up framework for us to deliver on our promise, use resources effectively and more clearly link our waste improvement plans to wider priorities and strategies across the Council.

#### **6. Background information**

##### **6.1 National Context**



- 6.1.1 All local authorities have a duty to provide and maintain a clean and safe local environment. The legislative framework can be found in the Environmental Protection Act and the Clean Neighbourhoods and Environment Act.
- 6.1.2. In 2017, the Government published its Litter strategy for England acknowledging the need to work together to stop people dropping litter. It endorsed and promoted support of the valuable efforts people undertake to help clear up litter in their local area. It also recognised the relationship between a clean environment and people's wellbeing and the part it can play in helping the local economy. Both businesses and residents are more likely to locate and stay in an area that feels safe and is clean.
- 6.1.3. More recently the Government published its wide-ranging Environment Bill. Within it are commitments to tighten controls on waste, increase recyclability and make manufacturers more responsible for the products they place on the market. Whilst its scope and format are yet to be decided, one initiative to evolve from the Bill is a Deposit Return Scheme (DRS) for drinks containers. Its implementation in England is expected within the next few years. The financial value of the container to the consumer means there's far less chance it will end up as litter – either on the street or in litter bins.

## **6.2. Local Context**

- 6.2.1. Achieving a cleaner Haringey touches upon and supports all the priorities stated within our Borough Plan: housing, people, place, economy and how the council ensures it delivers best value services. Specifically, outcomes 9 to 12 of the Plan:
- Outcome 9: A healthier, active and greener place
  - Outcome 10: A cleaner, accessible and attractive place
  - Outcome 11: A culturally engaged place
  - Outcome 12: A safer borough
- 6.2.2. The Plan also pledges to strengthen the relationship between residents and public services, building on the sense of community in the borough and achieving outcomes by working together for the benefit of everyone in Haringey. The pledge is echoed throughout this Strategy.

## **6.3. Why do we need a Cleaner Haringey Strategy?**

- 6.3.1. The borough of Haringey is a vibrant, 24/7 urban borough. It has a high number of private sector properties and in some areas, densely populated social housing estates. It is also home to some of the best green spaces and parks in London. Keeping the borough clean and providing a variety of waste services to the community already presents a number of challenges. We expect those challenges to increase over the next few years as the number of properties, people and businesses grow as a result of our large-scale ambitious regeneration plans.

6.3.2. Our residents like living in Haringey, they feel attached to their local area and share a sense of community and belonging. Generations of families from all different backgrounds have made Haringey their home and continue to do so. Our residents and businesses have invested in the borough and more will do so in the future as new people and families move into the area. They all rightly expect and deserve the best environment to live in - a place that is clean and safe where people are proud to live.

6.3.3. The strategy will offer a framework for us to deliver and be held accountable by our local resident and business owners to deliver on our place promise. Although the Strategy is limited to cleansing services only, its ambition is big and seeks to deliver on four key priorities:

- Fight illegal rubbish dumping
- Keep our streets free from litter and detritus
- Tackle the blight of graffiti and flyposting
- Ensure waste is sufficiently contained in bins

6.3.4. Within all priorities we have identified the following key methods to get us to a cleaner Haringey:

- Prevention is better than cure
- Clear public communication and information, using effective channels
- Empower and support active community
- Use what we have to best effect
- A fair yet firm approach to enforcement
- Be proactive – tackle problems early; don't let them repeat

6.3.5. Each priority is backed up with a series of actions and tools we will use to monitor our progress are detailed in a template and action plan that offers timescales for delivery.

6.3.6. We know that the above four priorities are key concerns for local residents and business owners, we also know through a wealth of research carried out that cleaner, greener and safer environments can support both mental and physical health and wellbeing.

6.3.7. Continuing to provide and improve a range of cleansing services will be difficult, especially against a background of reducing resources, but together with our residents, business and partners, we are committed to doing so.

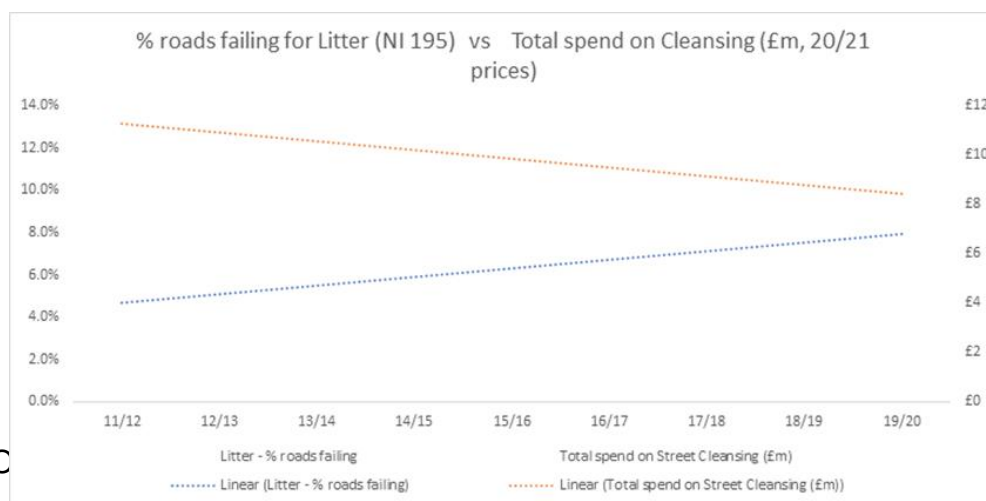
#### **6.4. The cleansing service.**

6.4.1. Haringey awarded an 'integrated waste contract' to our incumbent contractor Veolia in 2011. Under this, Veolia perform all street cleansing, weeding, fly tip and graffiti removal, domestic and commercial waste and recycling collections, fleet and winter maintenance, call and complaint handling, as well as leading on waste and litter engagement and communications. The contract was extended in 2018, with the agreement of both parties and can be extended for a final seven years from April 2025. It is the period leading up to this milestone that

this Strategy focuses upon, so Haringey is well placed to make informed, best value choices about its contractual relationship and or commissioning options, including insourcing thereafter.

- 6.4.2. Our contract monitoring team and Veolia's village managers make sure our cleansing performance keeps to the standards set. So far during 2020/21, between 96-98% of streets passed our 'day of sweep' contract performance criteria for litter immediately after being swept. The same test for detritus hit pass rates consistently above 98%, with the vast majority of assessments passing 99-100% of streets.
- 6.4.3. Haringey has successfully contained the sum it pays out for waste collection and street cleansing services. Our expenditure today is broadly comparable with that of over ten years ago, despite a growing population and inflationary uplifts year-on-year over that period. These reductions have been achieved by tactically redesigning services, making sure we do what we need to by minimising the impact on performance and providing cost-effective frontline services. If we had made no changes at all since 2011, we would have paid out £16million more on the integrated contract to date.
- 6.4.4. Our funding is tighter than ever before. To meet our Medium-Term Financial Strategy commitments, we will be reviewing how we clean Haringey's streets and testing new ways of working to make £300k of contract savings. The challenge is to find the optimum balance between expenditure and performance. The graph (fig.1) below tracks both of these factors since contract inception and as might be expected, the two start to converge. As we have reduced the resource deployed on street cleansing since 2011; 64 posts have been cut from a starting figure of 187, to find cost savings (the orange trendline and right axis), so the performance of that cleansing becomes more challenging (blue trendline and left axis).

**Fig.1, street cleansing expenditure versus NI195 performance since contract inception**



6.4.5. C

nd will help to inform o

## 6.5. Our Challenges and progress to date

- 6.5.1. The Strategy clearly sets out the challenges a borough such as Haringey presents when trying to keep it clean and clear of litter and fly tips. It recognises that parts of the borough lack much needed storage facilities for waste containment and that some of our arrangements in place for waste collections, such as timed collections on main roads, do not meet the needs of either our residents or traders.
- 6.5.2. We have also used the Strategy to highlight some of the progress made over the last 18 months in tackling some of these long-standing challenges. Our joining up of services, investment in CCTV and the imaginative work we have carried out to address the 10 top worst fly tipping locations, will be further rolled out and developed as part of the Strategy's answer to the ongoing problems.

## **7. Contribution to strategic outcomes**

- 7.1. The Cleaner Haringey Strategy sets out a high-level framework for delivering a wide range of Council Priorities in the Borough Plan, especially around improving the environment and reducing our impact on the environment, improving health and wellbeing and delivering these in a joined-up way.

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

### **8.1 Finance**

- 8.1.1 The adoption and implementation of the strategy will support the delivery of agreed MTFS savings of £0.3m. The ongoing implementation of the strategy will need to be within existing resources, but should additional resources be required these will need to feed into the next update of the MTFS.

### **8.2 Strategic Procurement**

- 8.2.1 Strategic Procurement note the contents of the report and the strategy. There is no Procurement activity required as a result of this report at this time.

### **8.3 Legal**

- 8.3.1 The Head of Legal and Governance has been consulted in the preparation of this report and comments as follows:
- 8.3.2 Pursuant to its powers and duties under the Environmental Protection Act 1990 and the Cleaner Neighbourhoods and Environment Act 2005, the Council must provide a domestic waste collection service to all households in the Borough, may provide commercial waste collection services to businesses in the area and has a range of enforcement powers.
- 8.3.3 The Environment Bill 2019-21 which is passing through the House of Commons is aimed to replace the environmental protections enshrined in EU law which are no longer effective following the UK's departure from the EU and it includes powers aimed to ensure that local authorities can work more effectively to combat waste crime, with better access to evidence, improved powers of entry and the ability to keep fixed penalty notices at the appropriate level.

8.3.4 The delegation to the Director of Environment & Neighbourhoods will enable minor amendments to be made to the Strategy once the Environment Bill is enacted.

8.3.5 The powers available to the Council are sufficient to enable the Cleaner Haringey Strategy to be implemented without any legal implications.

## 8.4 **Equality**

8.4.1 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.

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

8.4.3 The proposed decision is to seek approval for a Cleaner Haringey Strategy to provide a high-level framework to deliver on the Council's ambition for Haringey to be a place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green.

8.4.4 This strategy will impact all residents. The overall objective will be to make the physical environment in Haringey cleaner. We therefore anticipate that there will be an overall positive equalities impact – both directly and indirectly. Certain areas of the strategy and action plan carry equalities implications, which are set out in the attached EqIA.

8.4.5 It is noted that the strategy itself does not change policy or state new policy but suggests where new policy or service review is needed. As these are delivered, further equality assessments will be required in line with good practice and our equality obligations.

## 9. **Use of Appendices**

Appendix 1 – Cleaner Haringey Strategy

## 10. **Local Government (Access to Information) Act 1985**

10.1 Not applicable

This page is intentionally left blank

# CLEANER HARINGEY STRATEGY

## EXECUTIVE SUMMARY

There is both national and local impetus to tackle and defeat enviro-crime. The blight to our neighbourhoods and detriment to people's well-being of irresponsible behaviour, illegal activity and carelessness affects everybody – particularly those living in busy, urban settings like Haringey. This Strategy delivers on the powers and obligations given to us by government, the priorities stated in our Borough Plan and the insights from our residents, members and council officers as to what we need to do to assure a cleaner Haringey. With an overarching theme of strengthening community awareness, involvement, spirit and pride, the Strategy outlines what we will do to reduce costs, causes and effects of litter and enviro-crime.

The Strategy concentrates on cleansing services only – separate documents will follow that deal with fleet, winter maintenance and our efforts to reduce waste and increase recycling. This Strategy focuses its delivery to within the next four years, coinciding with the council's next opportunity to review its contractual relationships. It outlines the drivers for a cleaner Haringey, where we can assist with Borough Plan outcomes and what we have been told by our residents, before culminating with series of actions that will tackle four priorities:

- Fight illegal rubbish dumping
- Keep our streets free from litter and detritus
- Tackle the blight of graffiti and fly posting
- Ensure waste is sufficiently contained in bins

## FORWARD

We all want to live in an environment that is welcoming and feels safe to be in. Having a clean borough – one that is free from litter, fly tipping and graffiti - is a key factor to us all being able to enjoy this.

This Strategy focuses on four dominant concerns of our residents, officers and council members that have evolved from our consultations. It puts a realistic plan of action in place to tackle these concerns and I truly believe, by working together and building an even stronger sense of community, we can achieve a cleaner Haringey.

**Councillor Chandwani, Cabinet Member for Transformation and Public Realm Investment**



## INTRODUCTION

Today, Haringey boasts a population of nearly 270,000 residents speaking over 100 different languages, accommodates 110,000 homes of which the majority are private rents or social housing, and supports some 6,000 business rate-paying enterprises<sup>1</sup>. As a vibrant, transient, and ever-growing London borough, our places and people continuously evolve over time, demanding that our services flex accordingly. Indeed, the Coronavirus pandemic has forced many short, even long term behavioural and infrastructure changes that nobody could have foreseen. As custodians of the borough's public spaces, our Borough Plan demands that we prioritise their cleanliness for the satisfaction of all. This we continue to do under an increasingly pressurised funding base; it's a task that demands constant focus, openness to innovation, and a willingness to adapt. We can never stand still because,

- the borough is still growing - more homes, more people, more need for waste collection and street cleaning
- legislation, technology, best practice, and cost change over time
- our government funding will shrink

Keeping our streets clean and dealing with waste is one of the council's largest costs and is recognised by the council taxpayer as one of the most important duties we have. This Strategy focuses on keeping the borough clean and encouraging our residents to play their part in helping us do so.

Cleaner, greener and safer environments can help support a wide range of objectives: health and happiness, transport, education, employment and economy are arguably keystones. If our streets are clean, free from graffiti and dumped rubbish, people will more likely feel safer walking them – reinforcing positive perceptions of their area, gaining civic pride and easing congestion on our roads. Businesses are more likely to want to locate in the borough, growing our economy and providing futures for our young. Our duty is to provide and maintain this; our aim is that while we do, our people will be naturally inclined to play their role as joint custodians of their communities. Our vision directly supports that stated by our Borough Plan for 'Place':

**"A place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green."**

Therefore, this Strategy sets out our priorities and actions that will add value to our efforts in assuring a cleaner Haringey. Entirely separate strategies will focus on fleet management, commercial waste and on improving our waste reduction and recycling performance.

---

<sup>1</sup> [https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey\\_final\\_economic\\_evidence\\_study\\_report.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_final_economic_evidence_study_report.pdf)



# 1 STRATEGIC NEED

## 1.1 The importance of a cleaner Haringey

The Council is determined to achieve a cleaner Haringey: meeting the obligations in our Borough Plan and assuring equitable performance wherever in the borough you may be. Our Council Members continue to scrutinise how we go about this and rightly hold officers to account. Their focus is on good and effective information and engagement, supporting and growing the role residents and community can play - inspiring involvement and encouraging responsible stewardship of our environment, spaces and places. Where it is necessary do so, enforcement must be more than a threat; our residents must be confident we are effectively dealing with environmental crimes that stand in the way of achieving a cleaner Haringey. Below, we look at four key **topics of public concern** that we seek to address or assist with whilst achieving a cleaner Haringey.

### Crime

Visible fly tipping, littering and graffiti creates an attitude where a minority of people think they can get away with it because others clearly already have, which erodes people's sense of community and social obligation to others. It is a vicious cycle where one type of antisocial behaviour can lead to others, with lower-level enviro crime being linked to an increase in theft and street crime<sup>2</sup>.

### Health

As well as being a barrier to building stronger communities, illegal dumping of rubbish, littering and graffiti can have a detrimental effect on the physical health of residents in an area. Studies have shown those in residential environments with high levels of litter and graffiti are less likely to be physically active and more likely to be overweight or obese<sup>3</sup>.

### Economy

Research for our forthcoming Economic Development Strategy<sup>4</sup> identifies that, despite the borough benefitting from strong public services, our business start-up rate lags behind London and comparator boroughs. It notes the prominence of our retail sector as an employer and the importance our high streets play within our economy. A clean, safe and attractive Haringey will encourage businesses to locate here, helping us to support a vibrant local economy for all and positive futures for our school-leavers.

### Finance

Haringey has successfully contained the sum it pays out for waste collection and street cleansing services. Our expenditure today is broadly comparable with that of over ten years ago, despite a growing population and inflationary uplifts year-on-year over that period. These reductions have been achieved by tactically redesigning services,

<sup>2</sup> New Scientist, Graffiti and litter lead to more street crime, (2008): [Graffiti and litter lead to more street crime | New Scientist](#)

<sup>3</sup> British Medical Journal, Graffiti, greenery, and obesity in adults: secondary analysis of European cross-sectional survey, (2005), [bmj.38575.664549.F7.full.pdf](#)

<sup>4</sup> Haringey Economic Development Strategy – [Economic Baseline, Feb 2020](#).

making sure we do what we need to by minimising the impact on performance and providing cost-effective frontline services. Today, our funding is tighter than ever before. Since the pandemic, the council's budget gap for 2021/22 has risen from £1.9million, as forecasted in February 2020, to the £17million forecasted in December 2020. We have to find more ways of refining what we do and using what we have to better effect.

## 1.2 National context

Amongst a library of legislation, a local authority's duties to maintain local environmental quality and the powers to perform them are predominantly underpinned by the Environmental Protection Act and the Clean Neighbourhoods and Environment Act.

In 2017, the Government published its Litter Strategy for England acknowledging the need to work together to stop people dropping litter. It endorsed and promoted support of the valuable efforts people undertake to help clear up litter in their local area and recognised the importance of engaging young people and business owners to educate and encourage responsibility and positive behaviour. It also gave our enforcement teams new powers to fine vehicle owners if litter is thrown from their vehicles.

Last year, the UK Government published its wide-ranging Environment Bill. Within it were commitments to tighten controls on waste, increase recyclability and make manufacturers more responsible for the products they place on the market. Whilst its scope and format are yet to be decided, one initiative to evolve from the Bill is to be a Deposit Return Scheme (DRS) for drinks containers. Its implementation in England is expected within the next few years. These schemes work on the principle that a small deposit is paid on top of the normal price of a beverage but is refunded when its empty can, cup or bottle is returned for recycling. The financial value of the container to the consumer means there's far less chance it will end up as litter – either on the street or in litter bins.

## 1.3 Haringey vision

### Our Borough Plan

Achieving a cleaner Haringey touches upon and supports all the priorities stated within our Borough Plan: housing, people, place, economy and how the council ensures it delivers best value services. Specifically, outcomes 9 to 12 of the Plan:

- Outcome 9: A healthier, active and greener place
- Outcome 10: A cleaner, accessible and attractive place
- Outcome 11: A culturally engaged place
- Outcome 12: A safer borough

The Plan also pledges to strengthen the relationship between residents and public services, building on the sense of community in the borough and achieving outcomes by working together for the benefit of everyone in Haringey. The pledge is echoed throughout this Strategy.

The Borough Plan is currently undergoing a refresh ready for an updated publication during the summer. This Strategy will feed into that process by detailing the actions that will help achieve outcomes 9 to 12.

## **Everyone's responsibility**

A cleaner Haringey cannot happen unless public service and community work together to achieve and maintain it. This Strategy places dominance on supporting residents, community and business to have active involvement in the prevention of our streets being littered and abused by graffiti vandals, fly posters and fly tippers. Success involves everyone being responsible custodians of our places and spaces.

Whilst our frontline staff continue to proactively pinpoint where we need to put our resources, we need residents and business owners to feel comfortable in reporting enviro-crimes, and the sources of those crimes, to us whilst feeling assured their reports will be acted upon. We will make the reporting of problems accessible and easy to do, and review how we communicate information, so everyone can play their part. For those that choose to ignore their responsibility in the care of our streets and the waste they produce, we are ready to challenge them with fair yet firm enforcement.

We will continue to support community involvement, such as equipment for volunteer litter picking, and find new ways to facilitate community ownership. This will include working with council colleagues and our partners who already engage in the community. Working together we can achieve a cleaner Haringey.

## **1.4 Your voice**

A 2018 Residents' Survey<sup>5</sup>, compiled through the results of 1,900 face-to-face interviews with residents from across the borough, acknowledged the level of positivity held among the people of Haringey. More than four in five residents are satisfied with their local area as a place to live with similar numbers agreeing that there's good community relations across ethnicity and religious belief. Key dislikes included crime or antisocial behaviour and litter, as cited by a third of all respondents. However, around 20% of respondents indicated a willingness to play a part in improving this, by saying they would like more influence over cleanliness and safety of their local area.

However, there's clearly opportunity to improve our communication about council services: almost half feel they are not well informed, our younger generations being the most discontent in this regard. Only a mere 6% of residents stated that they are very well informed. A third of residents expressed gaps in the way we communicate

---

<sup>5</sup> <https://www.haringey.gov.uk/local-democracy/have-your-say-haringey/residents-survey>

waste services to them. The majority prefer information by post with the Haringey People newsletter receiving notably good results, but it is clear we cannot place an over-reliance on social media channels.

In addition to the Residents Survey, our Members have also provided feedback on what they see as priority issues within their wards as has the feedback from our annual satisfaction telephone surveys. These independent resident surveys act as an annual 'litmus test' of how our public feel about their borough – what's important to them, what bothers them? Whilst the most recent survey results again endorse the good work being done, there needs to be continued focus on what improvements can be made. These improvements include:

- **Illegally dumped rubbish** remains a significant concern for half our residents, a third refrain from reporting it or providing crucial information to resolve it. We need to understand the reasons why this is the case, address them and give confidence to our residents that we will act on their evidence and together we can make that change to improve our place. We have to be clearer as to what fly tipping is, not allow unwanted items to be left out for others or the council to take, and investigate instances where the source is obvious, such as a mattress outside a property.
- **Our bulky waste service** must be fit-for-purpose, easy to use and sufficiently publicised to our residents, particularly on estates, so it is a viable means of disposing of unusable furniture, white goods and mattresses. We should support the reuse of good furniture and continue to work with our partner North London Waste Authority in providing the network of Reuse and Recycling Sites for our residents. This includes the Western Road site and the introduction of a new Reuse and Recycling site at Edmonton on our borough boundary in December 2022.
- **Street cleanliness** meets the expectations of 68% of our residents but this is caveated by litter and dog mess consistently appearing in the top three primary concerns of residents who respond to our satisfaction surveys. There is an overwhelming dislike of seeing sacks of waste along the pavements of our timed collection zones and the mess it creates; we aim to find alternatives. We must review our existing litter bin provision and expand our on-the-go recycling litter bins where proven successful.
- **Be more proactive** and tackle issues early, making sure they don't repeat. Ensure the 'eyes and ears' of not just our frontline cleansing staff, but of all council staff are feeding into our information, intelligence and resolution processes.
- **Graffiti and fly-posting** needs to be tackled where it exists on private property and we must do more to follow up and chase down the culprits. Graffiti and flyposting on unadopted land can adversely impact the perception of how clean public land is – residents do not see, nor care about, the demarcation.
- **Land demarcations** that separate the cleansing responsibilities of Waste Services, Parks, Homes for Haringey, and Highways are invisible to residents

and the expectation is that cleanliness should be equitable across all these land areas and across the borough as a whole.

- **Waste bin and litter containment** problems must be resolved by ensuring bin provisions are sufficient enough not to cause overflows and create littering within the adjacent area. This can be particularly problematic in dealing with poorly managed, privately let accommodation where overflowing refuse bins and contaminated recycling bins can be commonplace. We need to rethink how we tackle these issues, using education and advice, but also using enforcement measures when needed.
- **Provide better information to and engagement with** residents, children and businesses to build strong communities, encourage volunteering and empower community groups and leaders. People see the link between a rundown, unclean area and their perception of crime and safety so we must foster community spirit, ownership and involvement. We should connect more with what is taught in schools and help nurture environmental stewardship from a young age.

## 1.5 Investing in transformation

### Enforcement

The council has committed to a cleaner, greener borough. Through education, engagement, getting the best performance from our contractor and then by enforcement, dealing with dumped rubbish and litter is a top priority and we have made changes to tackle it. Our enforcement, anti-social behaviour (ASB), housing improvement and waste functions now all sit under our 'Stronger Communities' management structure, allowing all operations and our contractor to work closer together, using our data and intelligence to best effect. We have implemented a 'Joint Working Protocol' to help coordinate these efforts, particularly when navigating complex cases or our most challenging fly tip hotspots.

Since October 2020, a new and dedicated Litter & Commercial Waste Enforcement Team maximises our presence on the street, tackling and deterring everyday litter and waste crimes by issuing fixed penalty notices to offenders. Offences such as dropping litter, gum, not adhering to timed collections, fly tipping or businesses not having appropriate waste collection arrangements can all result in on-the-spot fines. We expect to see noticeable improvements in how people view their responsibility for their own waste. Deployment of this new council team sends a clear message that environmental crime will not be tolerated in Haringey.

We continue to use our 'Wall of Shame' to appeal to the public to help us catch those illegally dumping rubbish on our streets. The web page includes case studies where this approach has got results.

### Fly tip prevention

Over the last two years, a dedicated fly tip prevention project has reinforced and forged new working relations with partner stakeholders: resident associations, schools, housing managers, police and fire brigade are just some. We have seen a reduction of fly tipping in the ten worst hotspot locations by concentrating and coordinating our efforts and using new approaches. For example:

- Warning signage has proven to help ward off illegal dumpers
- Social media groups created to increase intelligence sharing has helped more residents come forward with information to help catch the fly tippers. At least four fixed penalty notices have been served as a result
- Landlords threatened with Community Protection Notices to improve waste containment at their properties
- The use of 'drop boxes' to contain waste from flats above shops is being piloted for timed collection zones
- Enforcement against traders who disguise their commercial waste as domestic waste at the council tax-payers expense
- Red bags are now used by our Enforcement Officers after they have searched through for fly tip evidence - a visual message to the public that we are active and investigating these offences

## **CCTV**

To help meet our many street scene challenges, our CCTV provision is just one tool we have at our disposal. Within strict regulations, we use it to deter, detect and disrupt - rather than displace – crime and anti-social behaviour. Within this provision, we also now have 26 'rapid deployment cameras' and have trialled smaller 'squirrel cams' that help curtail continued problems in specific fly tipping hotspots. They capture footage of anti-social behaviour, illegal dumping, even dog fouling, which can be used on our "wall of shame" to appeal to the community to identify and capture offenders. We will be significantly increasing the current number of cameras in Haringey.

## **Putting resources where the need is**

We understand that different parts of the borough suffer different challenges. Some streets have a heavier footfall than others and can see more rapid accumulations of litter. Other, more leafier parts of the borough naturally have more build-ups of detritus. We know our transport hubs demand higher levels of attention to keep them clean. Our plan is to be even more focused on need rather than being rigid in regime, so we can assure streets stay clean across the borough.

## **Working closer**

Our monthly 'Partner Problem Solving Group' has been running for some time now, allowing internal and external stakeholders to converge and resolve problems that crosscut their interests. Amongst others, colleagues from our Highways, Planning,



Parks, CCTV, and Private Sector Housing teams meet regularly with Homes for Haringey and other registered social landlords, Neighbourhood Watch groups and police to discuss trouble-spots. This Strategy commends this work to date and encourages even stronger bonds and working relations between the many influencers of a cleaner Haringey.

## 2 PRIORITIES

Four specific priorities have been selected for achieving a cleaner Haringey, each backed up with a series of actions outlined in section three, which are:

- **Fight illegal rubbish dumping**
- **Keep our streets free from litter and detritus**
- **Tackle the blight of graffiti and fly posting**
- **Ensure waste is sufficiently contained in bins**

Within these priorities we have identified the following key methods to get us to a cleaner Haringey:

- Prevention is better than cure
- Clear public communication and information, using effective channels
- Empower and support active community
- Use what we have to best effect
- A fair yet firm approach to enforcement
- Be proactive – tackle problems early; don't let them repeat

### PRIORITY ONE: Fight illegal rubbish dumping

#### Why this is a priority:

Be it a black bag placed next to a tree base, a mattress propped up on the corner of a street or a van load of tipped waste, illegal dumping of rubbish has an adverse social impact. Deterioration of an area in this way gives the impression it is run down and unsafe. Once that is a perception, ASB and

#### What we plan to do:

- Ensure our bulky waste service is an accessible way to dispose of large items
- Work closely with NLWA to ensure RRCs complement our services to residents, including the new public facility opening at Edmonton in 2022

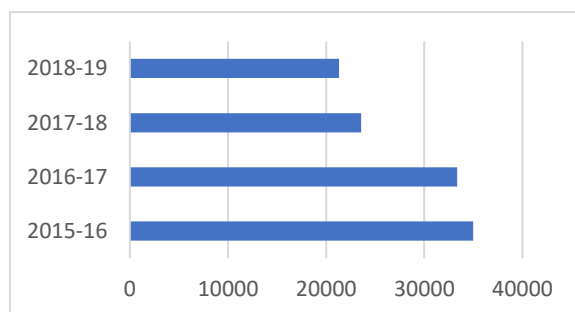
crime are more likely to follow, diminishing a sense of safety, impacting health and the local economy.

54% of our residents see fly tipping as an issue in their neighbourhood. The majority of residents are not satisfied with our enforcement measures.

### What we know about Haringey

- The vast majority, over 80%, of illegally dumped rubbish in Haringey is waste from households. In 2020, we cleared over 40,000 items of illegally dumped domestic bagged waste and over 20,000 larger items, such as furniture white goods and mattresses

*Fly tip instances over time (Defra audited statistics)*



- 58% of residents are willing to report a fly tip but there has been a decrease in those who don't report because they don't know how to
- Veolia aim to clear reported fly tips within 24 hours. We have mapped instances and know where our hot spot locations are
- Residents on our estates receive free collections of bulky waste but may not realise it

- We will continue to strengthen our links with, and support, of Neighbourhood Watch schemes, resident associations, and community groups
- Where rubbish is still dumped illegally, we will be reporting, investigating and clearing it more proactively. Veolia's village managers will be conducting scheduled surveys of their areas and ensuring problems are identified early with enforcement and cleansing teams reacting quickly
- Make sure abandoned cars are removed from our streets
- We will increase the awareness and use of the 'Our Haringey' app. Civil enforcement officers will be able to report instances of dumped rubbish on new handheld devices
- Forge greater operational collaboration and smarter intelligence processes between the Waste Client, Enforcement and Veolia
- We will use CCTV and continue using our 'Wall of Shame' to catch offenders

### The outcomes will include:

- A reduction in instances of illegally dumped rubbish
- An increased % of fly tips being reported via the 'Our Haringey' app
- Reduction in number of residents that say fly-tipping is an issue
- A greater % of fly tipping instances resulting in FPNs or prosecutions
- Increased resident satisfaction
- Greater community ownership with more active resident stakeholder groups working alongside our teams

## PRIORITY TWO: Keep our streets free from litter and detritus

### Why this is a priority:

Our satisfaction surveys consistently show litter and dog mess are within the top three primary concerns of residents. As argued in

### What we plan to do:

- Build a network of community support, encouraging volunteer and street champion schemes
- Improve enforcement efforts to keep our streets cleaner for longer and for less expense



section 1.1, there are wider social impacts relating to how clean an area is.

We need to find more cost-effective ways to clean our streets, using our resources in better ways to achieve equitable cleansing standards across the borough and its various land demarcations that separate cleansing responsibilities between council departments.

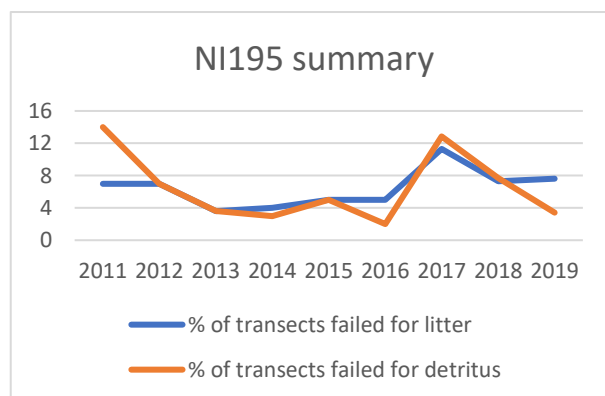
### What we know about Haringey

- Resident satisfaction for street cleansing remains above our target of 62%

*% Residents satisfied or very satisfied*

2015	2016	2017	2018	2019
75%	62%	66%	67%	68%

- Cleansing performance measured by NI195 remains good and for the past two years has easily met our targets



- However, within the detail of our monitoring results, we know some parts of the borough fail more often than others – some for litter and some for detritus

- Further refine our street cleansing operation, using new mechanical equipment where advantageous to do so, to reach needs-based cleansing that achieves equitable performance across the borough
- Ensure our litter bins are fit-for-purpose, capturing smokers' litter, gum, dog mess, and on-the-go litter and recycling, making sure they are strategically placed
- We will work closely with our Highways colleagues to plan around areas where our sweeping schedules are impeded by heavily parked streets and new cycle lane barriers
- Work closely with our Regeneration colleagues to ensure new built environments can be cleaned efficiently and remain stain-free

### The outcomes will include:

- Best value cleansing contracts achieving optimum performance and consistent standards across the borough and across public land demarcations
- A litter bin strategy and action plan
- Increased resident satisfaction for street cleanliness and a reduction in the number having concerns with litter, dog mess and overflowing litter bins
- Cleansing performance results that demonstrate equitable standards across the borough

## PRIORITY THREE: Tackle the blight of graffiti and fly posting

### Why this is a priority:

Fly posting, tagging and graffiti is a challenge for all urban authorities. It can create a long-lasting, poor perception of an area and its relative safety. This hidden cost

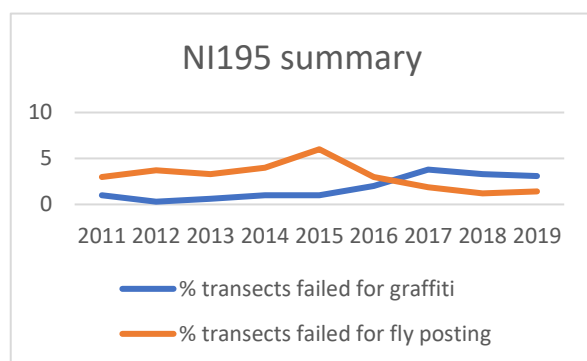
### What we plan to do:

- Inhibit and deter graffiti and fly posting through good regeneration and urban design principles

detracts from the community value we build elsewhere within the design and upkeep of our public realm. If left unchallenged, a spiralling effect of deteriorating civic pride, feelings of anxiety and increased street crime could result.

### What we know about Haringey

- The service level agreement we have with Veolia demands that offensive graffiti is removed within 24 hours and inoffensive within 72 hours.
  - There was an average of 76 instances of graffiti dealt with every week during 2020
- Our NI195 monitoring shows we have consistently met our targets since 2016, being below a 4% failure rate for graffiti and 3% for fly posting



- Work with partner agencies to help tackle the root cause of graffiti offending
- Develop an agreed approach to street art in response to how we want our borough - and our creative districts in particular – to be shaped.
- Veolia Village managers will conduct regular borough-wide surveys to identify and deal with unreported instances
- Increase use of 'Our Haringey' for reporting instances by public and all council staff
- Our contractor will proactively remove graffiti and tagging from both public and private property under a 'clear all' policy
- Place greater emphasis on catching culprits – work closer with police to gather intelligence on, following up and chase down taggers and fly posting organisers

### The outcomes will include:

- Increased % of proactive reports compared to reactive
- An initial increase in reports followed by the number of instances for both graffiti and fly posting tailing off over a 5-year period
- Number of instances removed
- Improved resident satisfaction

## PRIORITY FOUR: Ensure waste is sufficiently contained in bins

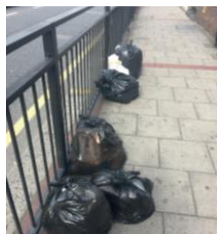
### Why this is a priority:

### What we plan to do:

- Ensure information and communication is clear, accessible, and targeted

Overflowing, poorly contained waste, unofficial collection points and unemptied contaminated recycling bins can all give rise to litter and vermin, negatively impacting on the local environment and causing perceptions of a rundown area.

*Accumulation of sacks at an unofficial collection point*



Waste sacks along timed collection zones and high streets twice every day, is not what the council, residents or our visitors want to see. The practice can attract fly tipping and create a messy street scene.

### **What we know about Haringey**




- Deprivation levels and transience is high with over 180 languages spoken. Clear and targeted information is essential
- For residents living in flats-above-shops and estates satisfaction with recycling and general waste collections is between 10 to 17 percentage points lower than for those living in low rise housing.
- 15,175 contaminated bins were tagged during 2019 and over 200 lorry-loads of material was rejected by our recycling facility because of insufficient quality
- Haringey's recycling rate is just above 30% but must improve – our target from 2021 is 38%. Residents have said they need clearer information on what to do to help




- Find ways to design out or deter accumulations of bagged waste caused by unofficial collection points
- Within timed collection zones, after completion of a pilot exercise, we will expand an on-street waste containment 'drop box' scheme - improving access to our services for those living in flats-above-shops and removing black sacks from our high streets
- Audit our estate bin areas and ensure capacities and signage is right and work with housing managers to limit waste escaping from bins
- Work alongside our private sector housing professionals to engage with private landlords, ensuring they provide suitable waste facilities for their tenants
- Remove unauthorised commercial waste wheeled bins being stored on the pavement
- Review and improve the way we tackle contaminated recycling bins




### **The outcomes will include:**




- Pavements free from permanent obstructions caused by wheeled bins and less waste sacks seen on our high streets
- Increased satisfaction for waste collection amongst residents living on estates and in flats-above-shops
- Improved engagement and cooperation with private landlords; stepped up enforcement measures against those not taking due care and responsibility for their waste facilities or tenants
- A reduction in recycling reject rates

### 3 ACTION PLAN

<b>PRIORITY ONE</b>	<b>Fight illegal rubbish dumping</b>		Prevention is better than cure; Clear public communication and information; Empower and support active community		
<b>Public concerns</b>	Crime; Health; Economy	 	A fair yet firm approach to enforcement; Use what we have to best effect Be proactive – tackle problems early; don't let them repeat		
DELIVERABLE			ACTIONS/DEPENDENCIES	TIMETABLE	MEASURE OF SUCCESS
<b>Design to prevent</b>	Complete West Green Road pilot and expand roll out of on-street containment for bagged waste and recycling along timed collection zones		On-street containment project	2020/21	Number of timed collection zones serviced by drop boxes. Resident satisfaction survey
	Increased proactive fly tipping identification		Proactive reporting by frontline staff	2021 onwards	Increase % of proactive reports
	Review our bulky waste service, ensuring it is accessible and easy to use		Bulky waste review Communications review	2021/22	Reduction in number of fly tips involving domestic bulky items
<b>Engage</b>	Ensure messaging is clear and everybody is aware of their responsibility for their domestic and commercial waste		Communications review	By March 2022	Reduction in number of fly tip instances
	Increase awareness and use of 'Our Haringey' app		Communications review	By March 2022	Increased % of reports via App
	Increase support of resident, community, and Neighbourhood Watch groups		Communications review	By March 2022	Number of active groups known to the council
<b>Enforce</b>	Closer collaboration between Waste Client, Veolia and Enforcement		Review and improve communication between Veolia & Enforcement, using data & CCTV more intelligently; continued use of 'Wall of Shame'	2021 onwards	Increased number of fly tips investigated & % of fly tip instances resulting in FPN or prosecution. Response times for removing abandoned cars Increased confidence in our enforcement measures amongst resident
	Increased investigations of fly tipping offences				

<b>PRIORITY TWO</b>	<b>Keep our streets free from litter and detritus</b>		Prevention is better than cure. Clear public communication and information. Empower and support active community		
<b>Public concerns</b>	Crime; Health; Economy; Finance	 	A fair yet firm approach to enforcement Use what we have to best effect. Be proactive – tackle problems early; don't let them repeat		
DELIVERABLE		ACTIONS/DEPENDENCIES		TIMETABLE	MEASURE OF SUCCESS
<b>Design to prevent</b>	Use best practice urban design principles and lessons learnt to design out as best possible litter hotspots and detritus traps and ensure surfaces are easily cleaned and stay stain free	Collaboration with Regeneration; TfL red routes		Ongoing	Regen updates and reports
	Strategic review of litter bin provision	Appropriate mapping and data technology		2022/23	Litter bin strategy and action plan
	Overcome unequal standards and cleansing responsibilities across ward and land demarcations	Collaboration with Parks/Highways/Veolia; mapping		2022-24	Resident satisfaction survey NI195 monitoring Number of complaints
<b>Engage</b>	Ensure messaging is effective. Increase awareness and use of 'Our Haringey' app	Communications review		By December 2021	Increased % of reports via App; Resident satisfaction survey
	Support volunteers and community groups to help keep their spaces free from litter	Communications review		By December 2021	Number of groups known to council
<b>Enforce</b>	Increased effectiveness of litter enforcement	Deployment of Litter & Waste Enforcement Team		Complete	As per L&WET PIs. Improved NI195 performance. Resident satisfaction survey.
<b>Find efficiency</b>	Trial new ways of working to make efficiencies while achieving equitable cleansing performance across the borough	MTFS trials		By December 2022	Options report ahead of 22/23 budgets
	Achieve seamless cleansing performance across public land demarcations	Mapping and collaboration with other council depts		2021-2024	Full understanding of demarcations and review of schedules

<b>PRIORITY THREE</b>	<b>Tackle the blight of graffiti and fly posting</b>	  	Prevention is better than cure. Empower and support active community A fair yet firm approach to enforcement Be proactive – tackle problems early; don't let them repeat		
<b>Public concerns</b>	Crime; Health; Economy				
DELIVERABLE		ACTIONS/DEPENDENCIES	TIMETABLE	MEASURE OF SUCCESS	
<b>Design to prevent</b>	Use best practice urban design principles to inhibit graffiti, tagging and fly posting	Collaboration with Regeneration	Ongoing	Regen updates and reports	
	Increased proactive graffiti identification and removal from both public and private property	Proactive reporting by frontline staff	2021 onwards	% of graffiti & fly posting instances reported by frontline staff. NI195 monitoring	
<b>Engage</b>	Discourage and deter offenders	Greater collaboration with partner agencies	Ongoing	Reduction in graffiti instances	
	Increase awareness and use of 'Our Haringey' app	Communications review	By December 2022	Increased % of reports via App	
	An agreed approach to approving street art projects	Appropriate consultations	By December 2022	Approach ratified by Council	
<b>Enforce</b>	Adopt a 'clear all' policy for graffiti and fly posting from public and private property	Increased capacity/resource	March-October 2021	Number of instances dealt with/removed. NI195 monitoring	
	Greater emphasis on catching offenders by increased investigations of graffiti and fly posting offences	Enforcement resources; CCTV provision	From spring 2021	Increased % of graffiti & fly posting offences resulting in CPN or prosecution	

<b>PRIORITY FOUR</b>	<b>Ensure waste is sufficiently contained in bins</b>	  	Prevention is better than cure. Clear public communication and information A fair yet firm approach to enforcement Be proactive – tackle problems early; don't let them repeat		
<b>Public concerns</b>	Health; Economy; Finance				
<b>DELIVERABLE</b>		<b>ACTIONS/DEPENDENCIES</b>	<b>TIMETABLE</b>	<b>MEASURE OF SUCCESS</b>	
<b>Design to prevent</b>	Complete West Green Road pilot and expand roll out of on-street containment for bagged waste and recycling along timed collection zones	On-street containment project	2021/22	Number of timed collection zones serviced by drop boxes; Increased satisfaction with waste collection from flats	
	Review and adjust bin capacities and provisions on estates	Estates survey, Collaboration with housing managers	2022/23	Estates survey complete Number of complaints Resident satisfaction surveys	
	Survey and assess instances of unauthorised wheeled bins being stored on pavements; work closely with Planning colleagues regarding converted commercial properties	Borough surveys; Commercial waste enforcement; Collaboration with Planning	2022/23	Reduction in number of complaints Resident satisfaction surveys	
	Review recycling contamination procedures, ensuring consequences are fair and effective	Contamination policy review	By March 2022	Contamination policy amended and agreed	
<b>Engage</b>	Provide clear waste and recycling information using appropriate media channels	Communications review	By December 2021	Resident satisfaction surveys. % of recycling rejected by NLWA	
	Support the consultation on a property licensing scheme and collaborate further with Private Sector Housing colleagues to ensure clear outcomes for waste management of this sector	Review synergy with Private Sector Housing operations. Assist proposal of consultation for private property licensing	2021 onwards	tighter engagement processes between council, tenant and landlord	
<b>Enforce</b>	Implement effective measures against repeated instances of recycling contamination	Contamination policy review. Communications review. Enforcement resources	From 2022	% of recycling rejected by NLWA	





## 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.

<b>1. Responsibility for the Equality Impact Assessment</b>	
<b>Name of proposal</b>	Cleaner Haringey Strategy
<b>Service area</b>	Waste Client, Community Safety & Enforcement
<b>Officer completing assessment</b>	Steve Baker
<b>Equalities/ HR Advisor</b>	Edward Ashcroft
<b>Cabinet meeting date (if applicable)</b>	9 March 2021
<b>Director/Assistant Director</b>	Stephen McDonnell / Eubert Malcolm

## 2. Summary of the proposal

*Please outline in no more than 3 paragraphs*

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

The Cleaner Haringey Strategy outlines the approach that the Council will take to deliver a cleaner borough. With an overarching theme of strengthening community awareness and involvement, the Strategy outlines what we will do to reduce costs, causes and effects of litter and enviro-crime. It also recognises and responds to the short, medium, and long-term impacts of Covid-19. In the Strategy there is a focus on four priorities identified via residents' surveys:

- Fighting illegal rubbish dumping.
- Keeping our streets free from litter and detritus.
- Tackling the blight of graffiti and fly posting.
- Ensuring waste is sufficiently contained in bins.

In delivering the Strategy, there will be a focus on six areas:

- Prevention is better than cure.
- Clear public communication and information, using effective channels.
- Empower and support active community.
- Use what we have to best effect.
- A fair yet firm approach to enforcement.
- Be proactive – tackle problems early; don't let them repeat.

The Strategy sets out a series of outcomes and deliverables under each priority over next four years. It does not change policy or state new policy but suggests where new policy or service review is needed and seeks to initiate that process. This EqIA sets out our overall preliminary equality assessment for the strategy. Where new policies or service reviews require further assessments, we will carry these out to ensure that our analysis and actions continue to be equality-driven.

The stakeholders affected by this strategy include: all residents, community groups and property owners, visitors and retail consumers, Council Members, Haringey businesses, incumbent street cleansing contractor (Veolia), internal service managers (Enforcement, Parks Hygiene, Highways, Regeneration, Public Health). We anticipate that there will be positive impacts in particular for residents living on estates and flats-above-shops. There will also be positive impacts for any resident living in, or business trading within, areas most blighted by fly tipping, graffiti and fly posting.

Given the overall focus of the strategy will be on making the physical environment in Haringey cleaner, including in the most deprived area of the borough amongst which there are a disproportionate number of residents with protected characteristics, we anticipate that there will be an overall positive equalities impact. It is anticipated that delivering a cleaner, greener and safer environment will help to support a wide range of

objectives: health and happiness, transport, education, employment and economy. This will positively impact all residents including those with protected characteristics.

The Report and accompanying Strategy will go through Corporate Board and CAB before seeking approval at Cabinet on 9 March.

### 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	Annual residents' satisfaction survey 2020 + Residents survey 2018 + Haringey JSNA, Adult mental health, April 2019. Covid-19 Community Impact Assessment.	N/A
Gender Reassignment	Annual residents' satisfaction survey 2020 + Residents survey 2018. Covid-19 Community Impact Assessment.	N/A
Age	Annual residents' satisfaction survey 2020 + Residents survey 2018 + State of Borough report. Covid-19 Community Impact Assessment.	N/A
Disability	Annual residents' satisfaction survey 2020 + Residents survey 2018 + State of Borough report. Covid-19 Community Impact Assessment.	N/A
Race & Ethnicity	Annual residents' satisfaction survey 2020 + Residents survey 2018 + State of Borough report. Covid-19 Community Impact Assessment.	N/A
Sexual Orientation	Annual residents' satisfaction survey 2020 + Residents survey 2018. Covid-19 Community Impact Assessment.	N/A

Religion or Belief (or No Belief)	Annual residents' satisfaction survey 2020 + Residents survey 2018 + State of Borough report. Covid-19 Community Impact Assessment.	N/A
Pregnancy & Maternity	Annual residents' satisfaction survey 2020 + Residents survey 2018. Covid-19 Community Impact Assessment.	N/A
Marriage and Civil Partnership	Annual residents' satisfaction survey 2020 + Residents survey 2018. Covid-19 Community Impact Assessment.	N/A

**Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?**

*Explain how you will overcome this within the proposal.*

*Further information on how to do data analysis can be found in the guidance.*

### **Sex**

- We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

### **Gender Reassignment**

- There is very little robust data on Haringey or the UK's trans population. However, it is estimated that there are between 200,000 and 500,000 people who identify as trans in the UK. According to the LGBT Survey 2018, younger trans people are more likely to identify as non-binary, with 57% of all trans respondents aged under 35 identifying as non-binary. The age at which transitioning is started tends to be younger, with 81% of people starting to transition at 34 or younger, compared to 19% transitioning at 35 and over. Of those who identify as trans in the UK the largest group are of White ethnicity, representing 90% of this group.
- There is no reason to believe that there are specific impacts for this protected group and we will try to ensure that discrimination, harassment, and victimisation is tackled based on this and any other protected group when the Council interacts with this group through engagement activities and home visits.

### **Age**

- Haringey has a relatively large child population with 20% of the population being under 16 years old. Over two thirds of the Haringey population are of working age

(70.1%). We currently undertake 480 assisted collections for elderly and disabled residents.

- The Strategy makes no specific changes to services that could impact elderly people directly. However, the actions that will follow will need to assess the impact of any changes that do happen. This includes reviews related to access to our waste collection services.
- This group is also disproportionately likely to be digitally excluded and we will seek to address this in our approach to communicating our initiatives.
- One goal of the strategy is to keep the streets free from litter and fly tipping. It is anticipated that this will benefit in particular those with restricted mobility, which may include elderly residents.

### **Disability**

- Over 19,500 people aged 16 to 64 in Haringey have a physical disability; this equates to approximately 10% of the population aged 16-64.
- In Haringey 4,500 people have a serious physical disability; 15,700 adults have a moderate or severe hearing impairment; and almost 5,000 people have sight loss which impacts on daily life.
- An estimated 5,700 Haringey residents aged 14 and over are estimated to have a learning disability, and around 2,100 residents are estimated to have autism
- We currently undertake 480 assisted collections for elderly and disabled residents..
- The Strategy makes no specific changes to services that could impact disabled people directly. However, the actions that will follow will need to assess the impact of any changes that do happen. This includes reviews related to access to our waste collection services.
- This group is also disproportionately likely to be digitally excluded and we will seek to address this in our approach to communicating our initiatives.
- One goal of the strategy is to keep the streets free from litter and fly tipping. It is anticipated that this will benefit in particular those with restricted mobility, which may include those residents with disabilities (for instance who are partially sighted or restricted in movement).

### **Race & Ethnicity**

- Haringey is a diverse borough. People of White and White Other ethnicity make up the largest proportion of Haringey's population, followed by those of Black, Mixed/other and Asian ethnicity. There is large variation across boroughs.
- We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate impact on this protected characteristic.

### **Sexual Orientation**

- 3.6% of residents in Haringey identify as Gay, Lesbian, Bisexual or another non-Heterosexual sexuality. Within this group just over half identify as Gay or Lesbian, just over one in four identify as Bisexual, and around one in seven identify as 'Other'.

- We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate impact on this protected characteristic.

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

- Two out of three residents in Haringey are practicing a religion with Christians (45%) and Muslims (14%) being the largest resident groups.
- We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

#### **Pregnancy or maternity**

- We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

#### **Marriage and Civil Partnership**

- We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

#### **Residents on low incomes and other intersections**

- We also know that the challenges addressed by this strategy are more likely to impact groups in certain types of tenancies and in areas where there is more enviro-crime, graffiti, detritus or litter.
- We know that for residents living in flats-above-shops and estates satisfaction with recycling and general waste collections is between 10 to 17 percentage points lower than for those living in low rise housing. We will seek to combat this in this strategy through our overall efforts to make Haringey cleaner.
- The strategy includes expansion of a pilot scheme on West Green Road to contain bagged waste and recycling which aims to improve residents' satisfaction and improve the look and feel of the neighbourhood.

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

*Please outline which groups you may target and how you will have targeted them*

Further information on consultation is contained within accompanying EqIA guidance

#### **Annual residents' satisfaction survey 2020:**

- Structured (CATI) telephone interviews, average 15 minutes each. 1100 respondents
- Quotas were set on age to ensure representation of both younger and older residents

- Respondents needed to be over the age of 16 and a resident of Haringey

#### Residents Survey 2018

- Sampling points were randomly selected to cover all wards and levels of deprivation across the borough
- 1,901 responses. A target of 100 interviews was set per ward, with 10 sampling points selected per ward
- A target of approximately 10 interviews was to be achieved per sampling point.
- Targets were set by age and gender within ward and monitored by ethnicity
- Data was weighted, by age and gender at ward level and then by ward to ensure the final data set is representative

The above consultations have given us a basis for arriving at our four priorities. The actions deriving from these may need to delve deeper into specific facets of our services to ensure no unforeseen disadvantages are experienced by protected characteristics. These are discussed in the following sections.

#### **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?*

Our consultation findings have informed the analysis which we have set out above and below.

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

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqlA guidance

##### **1. Sex**

We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

In addition, the Strategy is strong in building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

## 2. Gender reassignment

We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate impact on this protected characteristic.

However, the Strategy is strong in building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	X
----------	---	----------	--	----------------	--	----------------	---

## 3. Age

The Strategy makes no specific changes to services that could impact elderly people. However, the actions that will follow will need to assess the impact of any changes that do happen. This includes reviews related to access to our waste collection services. This group is also disproportionately likely to be digitally excluded and we will seek to address this in our approach to communicating our initiatives.

However, the Strategy is strong in building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

## 4. Disability

The Strategy makes no specific changes to services that could impact disabled people. However, the actions that will follow will need to assess the impact of any changes that do happen. This includes reviews related to access to our waste collection services. This group is also disproportionately likely to be digitally excluded and we will seek to address this in our approach to communicating our initiatives.

In addition, the Strategy is focused on building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	X
----------	---	----------	--	----------------	--	----------------	---

## 5. Race and ethnicity



We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

However, the Strategy is focused on building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

## 6. Sexual orientation

We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

However, the Strategy is focused on building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

## 7. Religion or belief (or no belief)

We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

However, the Strategy is strong in building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

## 8. Pregnancy and maternity

We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

However, the Strategy is focused on building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

## 9. Marriage and Civil Partnership

We have no specific evidence or data to suggest that the priorities and actions described in the Strategy will have a disproportionate or negative impact on this protected characteristic.

However, the Strategy is focused on building community, civic pride and providing clear information to help meet its priorities and therefore has potential to positively impact all protected characteristics.

Positive	X	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

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

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

- Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?  
This includes:
  - a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
  - b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
  - c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

The overall focus of the strategy will be on making the physical environment in Haringey cleaner. We therefore anticipate that there will be an overall positive equalities impact – both directly and indirectly.

Our analysis has identified the following areas where the equality implications are likely to be most prominent. As we review services, policy, and public information, we will ensure that where appropriate further equality assessments will be carried out.

### APPROACH TO COMMUNITY ENGAGEMENT

- This Strategy seeks to drive forward our engagement with the community. We know 23% of residents would like more influence on the cleanliness of their local area and the Strategy calls for this to be embraced and built upon through equality-led community engagement.

- As we review our approach to communications, we will seek to ensure that the media mechanisms and language we use to deliver information do not disadvantage any particular group with protected characteristics. In particular, the Strategy promotes an increased use of the Our Haringey app for reporting waste, graffiti and fly posting issues. We are aware that residents require a smart phone or computer to do this and we therefore do not suggest that all other existing customer contact channels that do not require a smart phone or computer should be dispensed with. We appreciate that digital exclusion particularly affects residents with protected characteristics, including age and disability, and we will therefore build this into our ongoing analysis. We will also seek to ensure that we address language barriers wherever we can.
- Where necessary for certain policies or issues, such as our street art policy, we will carry out further consultation.

#### IMPACT ON ACCESS TO WASTE COLLECTION

- We know that there can be challenges for some residents with protected characteristics accessing waste disposal services, particularly those with disabilities or who are elderly. We will therefore focus on ensuring our policies consider these challenges in the following areas:
  1. As we review the bulky waste service we will revise the most recent EqIA to ensure the tariff is fair, assess the current user profile, and determine whether the service is accessed proportionately to all protected characteristics, particularly those with disabilities, within its operational constraints. Currently, those living on estates, where residents generally have lower incomes and amongst whom there are a disproportionate number with protected characteristics, receive free bulky collections.
  2. Before we expand the drop box scheme, we will complete a full risk assessment to determine its merits, particularly with regards to disability and elderly residents.
  3. Our litter bin strategy will also include an appraisal of any access problems arising from the existing provision, particularly for disabled and elderly residents.

#### IMPACT ON MOBILITY AND THE PHYSICAL ENVIRONMENT

- One goal of the strategy is to keep the streets free from litter and fly tipping. It is anticipated that this will benefit in particular those with restricted mobility, which may include those residents with disabilities (for instance who are partially sighted or restricted in movement) or elderly residents.
- In addition, by keeping streets clean, we anticipate that this will facilitate physical activity by all groups, including those with protected characteristics. Access to physical activity is more challenging for some groups and we anticipate that this will therefore have a positive impact.

#### IMPACT ON COMMUNITY SAFETY

- Our approach to 'fair but firm enforcement' will be applied within the direction of the Community Safety Strategy and Young People at Risk Strategy
- The Strategy seeks to help reduce the fear of crime for all residents and protected characteristics by maintaining an attractive borough: reducing the levels of litter,

graffiti, fly posting and low-level enviro-crime in the borough, particularly within known hotspots.

- Haringey JSNA, Adult mental health, April 2019, found that in Haringey, people living in deprived areas are more likely to be affected by depression and 61% of people aged 18 and over diagnosed with depression and/or anxiety were women in 2013. One of the measures it cites for reducing inequalities is to strengthening communities: increasing social support, inclusion and participation. This is supported by the Cleaner Haringey Strategy whilst helping to tackle the perception of areas within the borough being deprived.

#### GEOGRAPHICAL VARIATION

- Where there is geographical variation within the borough in the standard of service, we will seek to address this, as set out in Priority 2 of our action plan: 'overcome unequal standards and cleansing responsibilities across ward and land demarcations.'

#### OVERALL IMPACT OF COST SAVINGS

- The cost savings associated with street cleansing will result from the testing of new ways of working. These new ways of working do not seek to deteriorate the overall standard of cleansing set for the borough or change services to the disbenefit of any protected characteristic. At this stage, there is no evidence to suggest cost-saving within this area of our operations will disproportionately impact any protected characteristic. It is anticipated that any cost savings and efficiencies attributed to Strategy actions will be invisible to service users.

#### 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 EqlA guidance

Outcome	Y/N
<b>No major change to the proposal:</b> 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>	Yes
<b>Adjust the proposal:</b> 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	No
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	No

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

<b>Impact and which relevant protected characteristics are impacted?</b>	<b>Action</b>	<b>Lead officer</b>	<b>Timescale</b>
All areas	Further equality assessments will be carried out as required as new policies and workstreams are implemented.	Waste Collections Team	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:**

We will put in place monitoring mechanisms in individual policy areas as per standard practice. In addition, to monitor the impact of the overall strategy we will make two changes:

1. The two resident consultations used to derive the needs of the Cleaner Haringey Strategy both met the minimum number of responses to be universally regarded as representative. Each were conducted within set quotas: for satisfaction survey it was by age, and for the Resident Survey, by ward, age, sex and monitored by ethnicity. However, in both cases residents under the age of 16 have not been represented. The Strategy recognises this group as being pivotal in helping secure a cleaner Haringey into the future. Community engagement must be inclusive of residents <16 years of age wherever appropriate. We will seek to include specific research in our communications review into how we are best achieving positive engagement with Haringey residents <16 years old.
2. For future satisfaction surveys, we will also consider how we can take a more targeted response so that proportional representation from protective characteristics other than age can be better understood. Currently, the annual satisfaction survey monitors respondents by sex, sexual orientation, health/disability, property type and tenure and ethnicity but its quotas are set by age and ward of residency only.

7. Authorisation	
EqlA approved by ...  (Assistant Director/ Director)	Date 15/02/2021
8. Publication	
<i>Please ensure the completed EqlA is published in accordance with the Council's policy.</i>	

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

**Report for:** Cabinet 9 March 2021

**Title:** Discretionary Housing Payments Policy for 2021/22

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

**Lead Officer:** David Graaff, Head of Service Delivery  
David.graaff@haringey.gov.uk

**Ward(s) affected:** All

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

**1. Describe the issue under consideration**

- 1.1 Each year the Department for Work and Pensions (DWP) makes grants available to local authorities for Discretionary Housing Payment (DHP) purposes and a report is taken to Cabinet with an updated DHP policy to reflect the new funding allocation.
- 1.2 The main objective of the DHP policy is the prevention of homelessness and to sustain tenancies.

**2. Cabinet Member Introduction**

- 2.1 We recognise that the lives of Haringey's families on low incomes have become much harder. This will put significant pressure on Haringey's DHP budget in addition to the ongoing impact of previous welfare reform.
- 2.2 We have reviewed our DHP policy and will do so annually to ensure it has the highest impact.
- 2.3 Use of our DHP budget is an important means by which the Council aims to assist and protect families threatened with homelessness. We are seeking to focus on supporting people to reduce debt and reducing demand for crisis support, aligned with our objective of preventing homelessness and reducing our reliance on temporary accommodation. With the resources at our disposal, Haringey will ensure that the DHP policy for 21/22 is administered in a fair and transparent way. We remain committed to doing everything we can to sustain tenancies, prevent homelessness and, where possible, ensure tenants secure more affordable accommodation.

**3. Recommendations**

- 3.1 It is recommended that Cabinet approves Haringey's Discretionary Housing Payments Policy 2021/22 (see Appendix A) as the methodology to determine the award of individual Discretionary Housing Payments during the financial year 2021/22 having regard to the Equalities Impact Assessment (set out in Appendix B).

- 3.2 At the time of writing this report the DWP have not confirmed the DHP allocation to Haringey for 2021/22. If notification arrives after this Cabinet meeting, Cabinet will be notified of the figure in the Quarter One budget monitoring report.

#### **4. Reasons for Decision**

- 4.1 The DHP Policy must be reviewed and approved every year in line with the changing funding allocated by the DWP.

#### **5. Alternative Options Considered**

- 5.1 None

#### **6. Background Information**

- 6.1 DHPs are short-term awards administered by Local Authorities to help people with housing costs. They can play an important role in sustaining tenancies, preventing homelessness, and enabling tenants to move to more affordable accommodation. Increasingly, DHPs are being given to assist those affected by welfare reform. They can also help the disabled where Housing Benefit is reduced because they have other adults living with them and Foster Carers who require more bedrooms.
- 6.2 The award of a DHP is discretionary and must be made in accordance with the Discretionary Financial Assistance Regulations 2001 and with the ordinary principles of good decision-making. The Council has a duty to act fairly, reasonably, and consistently.
- 6.3 The DHP policy supports this decision-making process, enabling fair and consistent decisions to be made in a timely manner.
- 6.4 The DHP budget is monitored quarterly.
- 6.5 Haringey has high levels of deprivation and several factors which affect the type and number of requests for DHP including:
- Over 11,000 people on the housing waiting list
  - 3% of households in Haringey are overcrowded, with over 1.5 persons per room. This is substantially higher than the statistical neighbour and London averages, and the 4th highest rate of all London boroughs.
  - 46% of lone parent households with dependent children have at least 1 room less than the basic standard
  - The alternative claimant count is a summation of all UC, JSA, and other job seeking related benefit allowances, used as an estimation for total claimants as UC continues to phase in. Haringey ranks 7th highest in London in terms of alternative claimant count and has seen a 158% increase in claims since March 2020.



- The latest DWP statistics and analysis (December 20) show Haringey ranking 9th highest in London in terms of Universal Credit claimants with over 40,600 claimants. UC claimants has seen a 169% increase in claims since March 2020. Haringey ranks 5th in increase across London since March 2020.
- LIFT data shows there has been a 15% reduction in households in work between November 2019 and November 2020. Economic status data on LIFT shows 59.7% or 22,797 households were out of work, the highest proportion since August 2019.
- Nearly 5,000 low-income households are identified as having a monthly cash shortfall and an increasing proportion are facing rent arrears (4,368). Nearly 3,000 households are in council tax arrears and over 1,000 households are in rent arrears and face a cash shortfall.
- Housing affordability figures show that on average 39% of income is spent on rent but in the private rental sector it is much higher at 51%. Nearly 3 quarters (73%) of Haringey low-income residents pay unaffordable rent compared to 71% across London. Haringey is 7th highest out of 18 boroughs (sourced from LIFT Living Standard Index work). For private tenants who rent, 97% spend more than a third of their income on rent and for ESA claimants this is true for more than 9 in every 10 residents

6.6 In 2020/21 to date, 1241 awards have been made to 714 different claimants. As at 19/2/2021 DHP spend is £1,571,164.38 with further commitments so far of £212,600.84.

6.7 The following table gives a breakdown of the reasons for these awards. These recipients were suffering financial hardship and may have been made homeless without the support from the DHP.

6.8 DHP claims for the past two years (the figures for 2020/21 are for the period to 19 February, rather than a full year) are broken down as follows:

	Benefit Cap	Bedroom Tax	Local Housing Allowance	Other (including health reasons)	Total
2019/20 No. of awards	912	214	180	149	1455
2019/20 No. of claimants	301	145	138	112	696
2020/21 No. of awards	727	137	302	75	1241

2020/21 No. of claimants	334	107	218	65	724
-----------------------------	-----	-----	-----	----	-----

## 7. Contribution to Strategic Outcomes

7.1 The stated aims of the policy support our corporate priorities, including:

- Sustaining tenancies and preventing homelessness
- Ensuring residents can find and keep good quality employment
- Supporting the vulnerable and elderly to live independent lives
- Creating a fair and equal borough by tackling the underlying factors of poverty and disadvantage
- Early help and intervention

## 8. Statutory Officers Comments

### 8.1 Legal

8.1.1 The Head of Legal and Governance has been consulted in the preparation of this report.

8.1.2 The Department of Work & Pensions Discretionary Housing Payments (DHP) Guidance Manual which includes the Local Authority Good Practice Guide was updated in January 2021. This manual provides guidance and advice on good practice when a DHP is being considered.

8.1.3 The legislative framework to Discretionary Housing Payments (DHPs) is set out in sections 69 & 70 of the Child Support Pensions and Social Security Act 2000, Discretionary Financial Assistance Regulations 2001 and the Universal Credit Regulations 2013 (SI 2013/630).

8.1.4 The Council has power to make Discretionary Housing Payments by virtue of section 69 of the Child Support Pensions and Social Security Act 2000 and regulation 2 of the Discretionary Financial Assistance Regulations 2001. The Council may make a DHP to persons who are entitled to housing benefit or a relevant award of universal credit, and appear to the Council to require some further financial assistance (in addition to the benefit to which they are entitled) in order to meet housing costs. The regulations provide the circumstances in which discretionary housing payments may be made and a limit on the amount that may be paid.

8.1.5 The regulations give local authorities a very broad discretion in framing a policy for administering DHPs. The Council has a discretion whether to make a DHP in a particular case, the amount of a payment, and the period for or in respect of which they are made. The Council may also review any decision it has made with respect to DHPs and, in certain circumstances, seek to recover payment.

8.1.6 Decisions about DHPs must be made in accordance with ordinary principles of good decision making and administrative law. There is a requirement to exercise discretion in individual cases, act fairly, reasonably and to apply a consistent

approach in dealing with applicants for DHPs. Each case must be assessed on its own merits and the policy must allow for unusual cases to receive proper consideration.

- 8.1.7 Under section 70 of the Child Support Pensions and Social Security Act 2000, the Secretary of State has a discretion to give authorities such as the Council such payments as he thinks fit in respect of the cost of making DHPs and the expenses involved in the administration. In addition to this central government contribution, local authorities can top up their DHP funding. In accordance with Article 7 of the DHP (Grants) Order 2001, the Council's total expenditure on DHP cannot exceed the limit of two and a half times the government contribution.
- 8.1.8 The DHP (Grants) Order 2001 requires Local Authorities to keep records relating to DHP expenditure.
- 8.1.9 Any unspent DHP funding must be returned to the DWP at the end of the financial year.
- 8.1.10 This policy acknowledges the legal framework and the guidance and takes account of public law duties when setting out how decisions about DHPs will be made.

## **8.2 Equalities**

- 8.2.1 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 that is prohibited by or under the Act
  - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
  - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/belief, sex, and sexual orientation. The first part of the duty also applies to the protected characteristic of marriage and civil partnership.
- 8.2.3 The purpose of Discretionary Housing Payments is to support residents who are facing housing problems and are vulnerable to becoming homeless. The 2021/22 DHP Policy is largely a continuation of previous policy, though with a decrease in overall funding coming from central government there will be less funding available to award to applicants.
- 8.2.4 Individuals who share certain protected characteristic are more likely to make a DHP claim and are therefore more likely to be affected by a reduction in available funding. However, eligibility criteria are applied in every case to ensure that the most vulnerable residents receive DHP funds, regardless of the group they belong to. See the attached EqIA for more information.

- 8.2.5 The DHP application process is online for Haringey residents, with offline application forms available on request from Haringey's Customer Service Centres. This does not pose any equalities challenges, provided that the offline option is well signposted and remains easily accessible to those who do not have access to, or do not know how to use, the internet. If this were not the case, there would be a risk that this could exclude some residents from applying for funds, particularly older residents and those with a disability who experience higher rates of digital exclusion.

### **8.3 Chief Finance Officer**

- 8.3.1 At the time of writing this report the DWP have not confirmed the DHP allocation to Haringey for 2021/22. If notification arrives after this Cabinet meeting, Cabinet will be notified of the figure in the quarter one budget monitoring report.
- 8.3.2 As set out in paragraph 8.6 above local authorities can top up their DHP allocation with their own funds. The Council is not intending to spend more than their DWP allocation and therefore additional funds have not been set aside in the 2021/22 Budget and 2021-2026 MTFS Report. However, should the continuation of the pandemic give rise to an exceptional level of demand for DHP then it will be raised in the relevant quarterly budget monitoring report.

## **9. Use of Appendices**

- Appendix A – Haringey's Discretionary Housing Payments Policy 2021/22
- Appendix B – EQIA

## **10. Local Government (Access to Information) Act 1985**

- 10.1 N/A

**Introduction and Overview**

Discretionary Housing Payments (DHP) are short-term awards administered by Local Authorities using funding from the Department for Work and Pensions (DWP) to help people with housing costs. They can play an important role in sustaining tenancies, preventing homelessness, and enabling tenants to move to more affordable accommodation. Increasingly DHPs assisting those adversely affected by welfare reform.

To qualify for a DHP, the claimant must have a rent liability, require further financial assistance with their housing costs, and be entitled to Housing Benefit or a Universal Credit Housing Costs element.

DHPs may cover all or part of a shortfall in a tenant's eligible rent or provide the rent-in-advance and damage deposit a tenant may need to secure a tenancy. DHPs may be awarded as a one-off payment or as a series of payments.

The following costs cannot be covered under a claim for a DHP:

- Ineligible service charges
- Increases in rent that are due to outstanding rent arrears
- Certain sanctions and reductions in Benefit
- Council Tax liabilities incurred under the 2013 onwards Council Tax Reduction scheme

**Haringey's DHP scheme**

Haringey Council will abide by the following principles in administering the local DHP scheme to make sure the right people receive the right support:

- All applications will be treated fairly and consistently and assessed on their individual merits
- Applications will be processed in a timely manner, throughout the year

DHPs will be awarded in those circumstances where additional help will have a significant effect in reducing the risk of homelessness, alleviating hardship, or alleviating difficulties that may be experienced in the transition from long-term benefit dependence into work. In addition, applications will be considered against the Council's objectives of:

- Sustaining tenancies and preventing homelessness
- Safeguarding Haringey residents in their own homes
- Encouraging and sustaining people in employment
- Helping people who are trying to help themselves
- Keeping households together
- Supporting victims of domestic violence to move to a place of safety
- Supporting the vulnerable and elderly in the local community
- Helping customers through personal and difficult events
- Supporting young people in the transition to adult life
- Supporting move on from supported housing, residential settings, or institutions
- Promoting good educational outcomes for children and young people



## Discretionary Housing Payments Policy – 2021/22

- Alleviating poverty

Our aim will be to strengthen the financial independence of all claimants and reduce the ongoing need for DHP support.

### **DHP Awards**

The Council uses the DHP budget to support those residents who are most in need and will therefore give priority to applications from the following households:

#### **Households Affected by the Benefit Cap**

- Households that need to move to alternative, lower cost private or social rented accommodation and are working proactively (e.g., with the Housing Needs Team) to resolve their situation
- Households that need to move to alternative, lower cost accommodation but are unable to do so immediately for reasons of health, education, or child protection)
- Homeless households that are residing in temporary accommodation (provided by, or on behalf of, Haringey Council) and have either been told that they will be able to remain in the accommodation / area, or they are awaiting an offer of alternative temporary accommodation procured at a lower cost
- Homeless households that are residing in temporary accommodation (provided by, or on behalf of, Haringey Council) and have been assessed as being particularly vulnerable and needing to remain in the area
- Households that are living in social rented housing

#### **Households Affected by Social Rented Sector Size Criteria**

- Households that include a person with a disability and are living in 'significantly adapted' accommodation
- Households that include a disabled child who is unable to share a bedroom because of their severe disabilities, where regulations do not allow for the extra bedroom
- Households that include a disabled child and are living in accommodation that has been adapted to meet the child's needs, where regulations do not allow for the extra bedroom
- Households including someone who has a severe and persisting disability which means that they are dependent on the care and support of relatives and friends who are living in the local community, and there is no suitable accommodation available within the local area to which they can transfer
- Households whose Housing Benefit is restricted by the Size Criteria, but that restriction will soon be lifted because the claimant (and their partner if they have one) will reach the age at which they will be able to claim Pension Credit.
- Households whose Housing Benefit is restricted by the Size Criteria, but that restriction will soon be lifted because one or more of their children will soon reach an age when they are not expected to share a bedroom

- Single people or couples who are pregnant and living in a two-bedroom home but whose Housing Benefit is restricted by the Size Criteria to a one-bedroom home, but that restriction will soon be lifted when the baby is born
- Households with exceptional need, which are actively and consistently engaging in seeking to downsize to accommodation that matches their need.

#### Foster Carers

Foster Carers are allowed one extra bedroom under the size criteria rules. Some may be caring for siblings, or for two or more unrelated foster children, and need more bedrooms. National standards require a foster child over the age of three to have their own room. A DHP may be awarded to help cover any reduction in housing benefit due the additional rooms that are required.

#### Households affected by high rent levels

- Households who need security deposits to move to alternative accommodation
- Households experiencing shortfalls between their rent and the Local Housing Allowance

#### **Assessment of applications**

When deciding whether to award a DHP, the Council will assess each application on its merits and consider equality considerations, strategic objectives and fiduciary duties including:

- The impact that not awarding a DHP is likely to have on the claimant and the potential impact on other council resources and services, especially homelessness, social care, household support and health
- The size of any shortfall that exists between what the claimant is receiving in housing costs (from Housing Benefit or Universal Credit) and the eligible housing costs for which they are liable, together with the reasons for this shortfall
- The financial circumstances (income and expenditure, savings, capital, and indebtedness) of the claimant, their partner and anyone else living in their home
- Any special needs or health and social problems that the claimant and/or their household have, and what impact these have on their housing and financial situation
- The impact that moving home and/or changing schools is likely to have on the household and the educational outcomes of any young people in the household
- The reasons why the circumstances of the claimant and their household should be considered 'exceptional' compared to other people,
- The length of time for which a DHP is being sought
- Any steps the claimant has taken to reduce their rental liability
- The nature of any contact the claimant has had with Housing Needs Team and their engagement with their personal housing plan
- The amount of money remaining in the DHP budget
- The extent to which the claimant has complied with previous conditions.

When the Council has considered the claimant's needs and circumstances, it will decide how much to award. This may be any amount between the rental liability and payment for Housing





## Discretionary Housing Payments Policy – 2021/22

Benefit / Universal Credit. The DHP award cannot exceed the weekly eligible rent for the claimant's home.

The award of a DHP does not guarantee that a further award will be made again later, even if the claimant's circumstances remain unchanged.

### Claiming a DHP

A request for a DHP can be made using the DHP application form available via the My Account portal. A written request can also be accepted.

<https://www.haringey.gov.uk/contact/my-account>

A claim for a DHP will be considered from the date a DHP is requested, provided that all supporting information and documentation is received by the Council within one month of that request.

If the Council requires additional information and evidence to assess the claim, it will request this from the claimant in writing, electronically or verbally (over the telephone, face to face or by visit). The claimant must provide this information and documentation within one month of the date of the request.

If the claimant does not provide the information and documentation on time, the Council will decide based on the information it already holds, including the information held on its Housing Benefit/CTRS computer system. Additional time may be allowed where there are exceptional circumstances.

### Award decisions

Award decisions will be made in a timely manner once all the information required has been received. The claimant will be notified, in writing, of the outcome of the DHP claim within 14 days of receipt of the claim and all supporting documentation, or as soon as possible after that.

If a claim is unsuccessful, the Council's decision letter will include an explanation of how the decision has been reached and details of the right of review.

If the claim is successful, the Council's decision letter will include the following:

- The reason for the award
- The amount awarded
- The period of the award
- To whom the DHP will be paid
- The claimant's duty to report any changes in circumstances
- Any conditions associated with the award



The length of a DHP award will be based on the individual circumstances of each claimant but will consider the date that the tenancy and/or notice period expires.

As an award can only be made for the current financial year, any award that is made for the remainder of 2021/22 will have to be followed by a new application for the next financial year even if the claimant's circumstances remain unchanged.

### **Right to request a review**

As a DHP is not a payment of Housing Benefit or Universal Credit, it is not subject to the appeals process that operates under those schemes.

However, claimants can request a review of:

- a decision to refuse to award a DHP,
- a decision to award a reduced amount,
- a decision not to backdate an award for DHP or,
- a decision to seek recovery of an overpayment of a DHP.

This must be made in writing, within one month of when the notification was issued, and set out the reasons for requesting a review. A DHP Review Panel, will review all the evidence held and will aim to inform the claimant of the outcome within 14 days or as soon as possible after that.

The DHP Review Panel's decision will be final. In cases of alleged maladministration by the Council, the claimant should follow the Council's complaints process. If a claimant is still unhappy, they have a right to contact the Local Government Ombudsman.

### **Fraud**

The Council is committed to tackling and preventing fraud in all its forms. If a claimant attempts to claim a DHP by making a false declaration or providing false evidence or statements, they may have committed an offence under the Theft Act 1968. Where the Council suspects that fraud may have occurred, it will investigate the matter as appropriate and this may lead to criminal proceedings.

### **Debt advice**

Anyone experiencing debt problems will be signposted to local debt advice agencies (including the Citizens Advice Bureau) for free, confidential, impartial advice. As per our debt strategy we are ensuring we provide information to residents in debt about where they can seek advice and support. We will provide information about organisations who can give advice including Citizens Advice, Step Change and Money Advice. Where appropriate we will inform residents of the local credit union. From April, where we feel it could be helpful, we will encourage engagement with our Benefits Maximising team to make sure residents are claiming their full social security eligibility to support them.

### **Policy review**



**Discretionary Housing Payments Policy – 2021/22**

This policy will be reviewed annually or in the event of any legislative changes, trends or other factors that impact on its effectiveness.

### EQUALITY IMPACT ASSESSMENT

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 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.

#### Stage 1 – Screening

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

#### Stage 2 – Full Equality Impact Assessment

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

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

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

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

<b>Name of proposal</b>	Haringey's Discretionary Housing Payment Policy 2021/22
<b>Service area</b>	Housing Benefits
<b>Officer completing assessment</b>	Jim Brady
<b>Equalities/ HR Advisor</b>	Ed Ashcroft
<b>Cabinet meeting date (if applicable)</b>	09/03/2021
<b>Director/Assistant Director</b>	Andy Briggs

#### 2. Summary of the proposal

*Please outline in no more than 3 paragraphs*

- *The proposal which is being assessed*
- *The key stakeholders who may be affected by the policy or proposal*
- *The decision-making route being taken*

This EQIA accompanies a report seeking to approve a policy relating to Discretionary Housing Payment (DHP) Awards for 2021/2022. The DHP policy will be administered by the Council to provide financial assistance not covered by the Housing Benefit and Universal Credit regulations in order to help tenants who are at risk of homelessness to meet their housing costs. It is therefore an additional tool to enable the Council to play an important role in helping to sustain tenancy, prevent homelessness and, where applicable, by helping tenants to move to more affordable accommodation. The policy is an integral part of how the Council administers the Welfare Reform Act 2012 while at the same time ensuring that the most vulnerable are afforded effective protection and the impact on groups protected by the Equality Act are identified and mitigated.

Discretionary Housing Payments have been part of Housing Benefit administration for many years, but have taken a greater role in preventing homelessness following government Welfare Reform changes to major Housing Benefit Regulations, such as the introduction of Local Housing Allowance (Restriction on how much Housing Benefit can be paid to private tenants), the Benefit Cap (currently restricting the total amount of benefit that can be awarded to any individual to £296.35 per week for single people and £442.31 per week for others, and the Social Sector Size Criteria (otherwise known as the Bedroom Tax – a restriction on Housing Benefit for tenants of Social Landlords, who have more bedrooms than they need).

In 2020, Covid-19 had a major impact on housing in Haringey, which will make Discretionary Housing Payments even more important in the next financial year. As set out in the Covid-19 Community Impact Assessment, the ways in which the Covid-19 crisis has interacted with the housing market and people's lived experiences of their housing is likely to have exacerbated existing inequalities. Haringey residents on lower incomes, young people, BAME communities, and lone parents are likely to have faced challenges associated with housing on a disproportionate scale. We also know that people living in the private-rented sector (PRS) are more likely to have experienced housing insecurity, job insecurity, and financial pressure as a result of the Covid-19 crisis than people who own their homes. In addition, people living in social housing are also more likely to have experienced financial difficulties than people who own their homes and are more likely to subsequently have issues with debt. In 2021, with high levels of unemployment likely to persist throughout the year and the Government ban on evictions due to end in March 2021, we can expect ongoing pressures on housing in Haringey. We can expect also expect that in so far as the Covid-19 crisis leads to reduced access to good quality and affordable housing, this will have a long-term negative impact on the health of residents who experience housing inequality.

The uplift in Tax Credits and Universal Credit introduced by the Government in 2020/21 as a result of Covid-19, may not be carried forward in 2021/22, though the government is currently under pressure to continue this uplift. If this happens, this will be likely to see a reduction in Benefit income for claimants of these benefits, which may well result in additional requests for DHP assistance.

In this context, our Discretionary Housing Payments scheme will continue to be an important source of support for many of our residents. The 2021/2022 policy is a continuation of previous policy with some minor changes. All claimants of housing benefit will be affected by this policy, therefore, all the characteristics protected by the Equality Act 2010 may be affected, however it is noted that some groups are more predominant in the benefits claimant population and are therefore more likely to be affected by this policy. These groups include Black and Minority ethnic groups, disabled people, pensioners, women (in particular single mothers), children in single parent households, unemployed people and homeless people / households in Temporary Accommodation. We anticipate that overall Discretionary Housing Payments will have a positive impact on these groups with protected characteristics.

### **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	<p>Service data has been used to inform this EqIA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>For the majority of awards, this data is available broken down by sex.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqIA.</p>	Staff are not affected by this policy
Gender Reassignment	<p>Service data has been used to inform this EqIA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>The service does not hold data in relation to gender reassignment.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqIA.</p>	Staff are not affected by this policy
Age	<p>Service data has been used to inform this EqIA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>For the majority of awards, this data is available broken down by age.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqIA.</p>	Staff are not affected by this policy
Disability	<p>Service data has been used to inform this EqIA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>For the majority of awards, this data is available broken down by disability.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqIA.</p>	Staff are not affected by this policy
Race & Ethnicity	<p>Service data has been used to inform this EqIA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>For the majority of awards, this data is available broken down by race &amp; ethnicity.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqIA.</p>	Staff are not affected by this policy
Sexual Orientation	<p>Service data has been used to inform this EqIA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p>	Staff are not affected by this policy

	<p>The service does not hold data in relation to sexual orientation.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqlA.</p>	
Religion or Belief (or No Belief)	<p>Service data has been used to inform this EqlA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>The service does not hold data in relation to religious belief.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqlA.</p>	Staff are not affected by this policy
Pregnancy & Maternity	<p>Service data has been used to inform this EqlA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>The service does not hold data in relation to pregnancy and maternity.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqlA.</p>	Staff are not affected by this policy
Marriage and Civil Partnership	<p>Service data has been used to inform this EqlA. Reports &amp; Data are available to allow us to understand overall spend, to categorise award spend in terms of eligibility, and to identify who receives awards.</p> <p>The service does not hold data in relation to marriage and civil partnership.</p> <p>In addition, the Covid-19 Community Impact Assessment has also been used to inform this EqlA.</p>	Staff are not affected by this policy

**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.*

#### **Sex**

- Both sexes will continue to be subject to the same eligibility criteria and both will see the same overall impact of the reduced funding levels.
- The majority of claimants who will be affected are female, in particular lone female parents who are a predominant group of Housing Benefit claimants. Where the data was available, 82% of applicants in 2020/21 were female.
- Limited funds in the DHP budget for 2021/22 means that these groups may be more likely to be affected by restricted amounts of DHP funding being awarded. They will be financially impacted and this could have a direct impact on their ability to remain in their current home, and/or on their disposable income
- Female claimants who are affected by the benefit Cap will have access to Job centre Advisors to be signposted to the various appropriate women specific employment and skills development

initiatives in the borough, in addition to generic programmes to help people into work e.g. Haringey Adult Learning Services (HALS) and the College of North East London (CONEL)

- Where appropriate there will continue to be targeted signposting in place for local groups offering support that is sex specific, via The Bridge Renewal Trust, Haringey Council's Strategic Partner for the Voluntary and Community Sector (VCS)
- All groups impacted by the Benefit CAP will continue to have targeted support offered to them in terms of housing, childcare and training opportunities.

### **Gender Reassignment**

- Housing Benefit applicants do not have to provide any details relating to gender reassignment. There is no evidence to suggest that gender reassignment has been a relevant factor in awarding DHPs, nor will it be in the future. We have no reason to believe that Trans individuals will be disproportionately impacted by the DHP Policy.

### **Age**

- Where the data is available, our figures show that 3.5% of successful applicants were over 65%, 65% were between 35-65, 29% were between 25-35 and 2.3% were under 25.
- Housing Benefit is restricted for single claimants aged under 35 who rent from a private landlord. Their benefit is restricted to the rate allowed for shared accommodation. As such they are more likely to claim additional funds from DHP. People between 35-65 are more likely to have children, and be in temporary accommodation, and therefore affected more by the Benefit Cap. Those with adult children leaving home, may be more affected by the Bedroom Tax. It is also recognised, as set out in our Covid-19 Community Impact Assessment, that young people are particularly likely to have faced additional challenges related to housing due to the impact of Covid-19, and (in some cases) reduced income.
- Older people (though not pensioners who are exempt) are more likely to be impacted by restrictions under Size Criteria rules as they may be living in the former family home and have more bedrooms than it is deemed necessary. This group are also likely to make claims for additional funds as a result of a restriction on their benefit.
- Limited funds in the DHP budget for 2021/22 means that these groups are more likely to be affected by restricted amounts of DHP funding being awarded. They will be financially impacted and this could have a direct impact on their ability to remain in their current home, and/or on their disposable income.
- It is recognised that certain people may find it difficult to find work due to their age; they will continue to be signposted to employment and re-skilling programmes that provide targeted support to find work. These include focused training provided by Haringey Adult Learning Services, CONEL and other Haringey based providers.
- Where people have been affected by multiple welfare reform changes (such as the CAP and the Size Criteria changes) they will continue to receive individual assistance including one-to-one interviews with colleagues from Housing Services and JobCentrePlus and direct referrals to support providers such as Citizens Advice Haringey or through The Bridge Renewal Trust, Haringey Council's Strategic Partner for the Voluntary and Community Sector (VCS).

### **Disability**

- Disabled people are more likely to live on low incomes and be more likely to request assistance from the DHP budget. At least 20% of applicants in 2019/20 are known to receive a benefit which indicates a disability.
- Where restrictions are in place and yet there is a care need for an additional bedroom, applications are carefully considered.
- It is recognised that this group may find it difficult to find work and as such are supported appropriately in terms of employment and re-skilling programmes.

- It is also recognised that people living with disabilities have faced particular housing challenges in 2020 and early 2021 due to the impact of Covid-19.

#### **Race & Ethnicity**

- Of those who have declared their ethnicity, evidence held suggests that people from minority ethnic groups are more likely to live on low incomes and more likely to request assistance from the DHP budget. In 2020/21, where the data was available, 38% of applicants (whose ethnicity is recorded) were Black, 14% were White British, 27% were White Other, 16% have mixed ethnicity, 3% were Asian and 3% were from Arab backgrounds.
- Claimants will continue to be signposted to employment and skills training programmes to enhance employment opportunities, especially in the east of the Borough where there is a high concentration of BMEs and high levels of deprivation.
- Relationships have been built with local JobCentrePlus sites where claimants can receive information about opportunities relating to both employment and skills development. There is also access to budgeting loans to help with any work-related costs (such as clothing or equipment). These will continue going forward.
- It is also recognised that BAME communities are one group in Haringey which have faced disproportionate challenges associated with housing due to the impact of Covid-19.

#### **Marriage & Civil Partnership**

- Housing Benefit applicants do not have to provide any details relating to marriage and civil partnership. The impact is unknown due to insufficient data.

#### **Sexual Orientation**

- LGBT+ people are more likely to be vulnerable to becoming homeless and to move between residences more frequently and live in relatively expensive private sector accommodation which cannot always be funded purely on Housing Benefit and as such a rent top-up is requested from the DHP budget. As set out in our Covid-19 Community Impact Assessment, 8% of LGBT+ people do not feel safe in their accommodation and may therefore have found stay at home requirements more challenging – and during the first lockdown, the LGBT Foundation saw a large increase in enquiries relating to Housing. This may increase the need to move between residences frequently.
- Housing Benefit applicants do not have to provide any details relating to sexual orientation. The impact is unknown due to insufficient data. We have no reason to believe there is any discrimination or disproportionality in the awards of DHP in terms of sexual orientation.

#### **Religion or Belief (or No Belief)**

- Housing Benefit applicants do not have to provide any details relating to religious belief. The impact is unknown due to insufficient data. We have no reason to believe there is any discrimination or disproportionality in the awards of DHP in terms of religion or belief.

#### **Pregnancy & Maternity**

- We do not collect information about claimants' maternity status so the full impact on this characteristic is not known, however we have used the data we hold to make a consideration of the impact. It is estimated that within the Housing Benefit group, pregnant women are more likely to live on low incomes and require larger accommodation, as such they are more likely to request assistance from the DHP budget.
- Where appropriate there will continue to be targeted signposting in place for those needing support with children through Children's Centres, The Bridge Renewal Trust, Haringey Council's Strategic Partner for the Voluntary and Community Sector (VCS) and referrals to the Sure Start Maternity Grant department of the DWP.



- In addition claimants can be signposted to the following: The Government's "Healthy Start" scheme which provides vouchers to pregnant women and those with children under four, they can be exchanged for food, fruit and formula milk.
- Haringey has a number of Children's Centres located across the borough bringing together a range of services such as childcare, family support, health and education and information on local services.
  - o Women who are pregnant or on maternity leave are unable to work for a set period of time and are likely to be in receipt of statutory maternity pay which may help to supplement their income.

Other important factors:

In addition to our data analysis by protected characteristic, we have also carried out additional analysis of the percentage of awards by type of tenancy. This has informed our understanding of which socioeconomic groups and cohorts with protected analysis are particularly affected by our policy.

#### **Tenancy Type**

- Analysis from 2020/21 suggests that Temporary Accommodation cases account for a disproportionate number of Discretionary Housing Payment. Residents in this type of accommodation are often particularly vulnerable. In addition, this is because rents are expensive in TA, and Benefit Cap is likeliest to affect tenants in TA.

#### **Household Composition**

- Single males and single females are also impacted groups as they are more likely to move between residences more frequently and live in relatively expensive private sector accommodation which cannot always be funded purely on Housing Benefit and as such a rent top-up is requested from the DHP budget. 10% of applicants are male and single. 80% of applicants are female and single.
- We also know that the impact of Covid-19 is likely to have disproportionately impacted lone parents with children, who are known to have proportionately higher housing costs and will be simultaneously more vulnerable to any reduction in income and disproportionately affected by the impact of school/childcare closure on ability to work. 60% of applicants in 2021/22 (where the data was available) were to residents with no partners and a dependent.

#### **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**

The service does not propose to consult on the continuation of the DHP Policy.

This year only small changes have been made in our policy in relation to our approach to prioritising certain households within our overall approach to awarding DHPs:

- For those affected by the Benefit Cap, households that need to move to alternative, lower cost private or social rented accommodation and are working proactively (e.g. with the Housing Needs Team) to resolve their situation, will now be explicitly prioritised.
- In addition, those affected by high rent levels, and in particular households who need security deposits to move to alternative accommodation or households experiencing shortfalls between their rent and the Local Housing Allowance, will also now be explicitly prioritised.

Other small changes have been made to ensure that our policy is as clear as possible for residents to access. To ensure equality of access, the DHP application forms will also continue to be available in print format for non-internet users.

It is not envisaged that these changes will have any adverse impact on people with protected groups of residents and service users.

#### **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?*

Consultation has not taken place in relation to changes to this policy.

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

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqIA guidance

**1. Sex** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic).

There is a larger proportion of female applicants than male applicants, meaning that the continuation of the DHP Policy is likely to have a positive impact for this group.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

**2. Gender reassignment** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Data on gender reassignment is not collected among claimants. There is no data to suggest that there will be a disproportionate impact on this protected characteristic group, however the service will ensure that the same eligibility criteria is applied in all cases, to minimise any disproportionately negative impact on this group.

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

**3. Age** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Those aged 35 and below, as well as older people (up to the age of 65) are more likely to be claimants, and are therefore more likely to benefit from continued DHP funding.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

**4. Disability** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Those who have a disability are more likely to be claimants and are therefore more likely to benefit from continued DHP funding. No individuals whose access to the internet is restricted by their disability will be prevented from making a DHP claim as there will be a paper-based alternative available.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

**5. Race and ethnicity** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Those from a BAME background are more likely to be claimants, and are therefore more likely to benefit from continued DHP funding.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

**6. Sexual orientation** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Data on sexual orientation is not collected among claimants. There is no data to suggest that there will be a disproportionate impact on this protected characteristic group, however service will ensure that the same eligibility criteria is applied in all cases, to minimise any disproportionately negative impact on this group.

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

**7. Religion or belief (or no belief)** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Data on religion or belief is not collected among claimants. There is no data to suggest that there will be a disproportionate impact on this protected characteristic group, but this will be revisited if any data emerges to suggest this is not the case.

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

**8. Pregnancy and maternity** (Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)

Pregnant women are more likely to claim DHP, meaning that this group is more likely to benefit from continued DHP funding.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

**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)*

Data on marriage and civil partnership is not collected among claimants. There is no data to suggest that there will be a disproportionate impact on people in marriages or people in civil partnerships, but this will be revisited if any data emerges to suggest this is not the case.

Positive		Negative		Neutral impact	x	Unknown Impact	
----------	--	----------	--	----------------	---	----------------	--

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

Groups who share more than one protected characteristic and are more likely to claim DHP and therefore benefit from continued DHP funding, include the following:

- BAME women
- Women with disabilities
- Pregnant BAME women
- Young women
- Older people with disabilities

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

- Could the proposal result in any direct/indirect discrimination for any group that shares the protected characteristics?
- Will the proposal help to advance equality of opportunity between groups who share a protected characteristic and those who do not?

This includes:

- a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
- b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
- c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- Will the proposal help to foster good relations between groups who share a protected characteristic and those who do not?

The funding of Discretionary Housing Payments from Government, gave Haringey £1,594,000 to spend in 2019/20. In 2020/21 it was £2,072,000.

The Council will have to be considerate of policy when deciding which applications to award. Officers will do this by assessing the exceptionality of the application, the severity of the financial circumstances of the applicant, the likely timeframe that DHP will be needed by the applicant and the steps being taken by the applicant to resolve their financial problems. We will also make use of available resources to signpost applicants to sources of further assistance, which may for example help them with budgeting, or to find employment, or better paid employment, or assist them with finding cheaper accommodation, and therefore be less reliant on the need to receive financial assistance from Discretionary Housing Payments.

The DHP application process is online for Haringey residents, with offline application forms available on request from Haringey's Customer Service Centres. This does not pose any equalities challenges, as the offline option is well signposted and remains easily accessible to those who do not have access to, or do not know how to use, the internet. If this were not the case, there would be a risk that this could exclude

some residents from applying for funds, particularly older residents and those with a disability who experience higher rates of digital exclusion.

The limited funds may lead to reduced values of awards, reduced length of awards, and more comprehensive assessment of whether conditions set against awards have been met, when it comes to renewing awards. This would not be expected to impact or discriminate disproportionately towards any particular group of people with protected characteristics.

People from groups with protected characteristics are most likely to benefit from the DHP as a whole, as they are most likely to be affected by welfare reforms and be on the lowest incomes. This policy reduces the risk of people from groups with protected characteristics being evicted, and advances their prospects of retaining their homes and local connections.

By working with people who receive Discretionary Housing Payments to improve their circumstances, the Council aims to meet its objectives to reduce poverty and deprivation.

### 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 EqlA guidance

Outcome	Y/N
<b>No major change to the proposal:</b> 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>	YES
<b>Adjust the proposal:</b> 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	NO
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	NO

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

Impact and which protected characteristics are impacted?	Action	Lead officer	Timescale
Level of funds vs demand will affect all characteristics – there may be a need to pay less or award for shorter periods	Monitor closely and encourage people to engage better with support services.	Amelia Hadjimichael	Next 12 months
Potential for digital exclusion associated	Offline application forms will be available on request	Amelia Hadjimichael	Next 12 months

with online application process, affecting older and disabled residents and those on lower incomes	from Haringey's Customer Service Centres and this option will be well signposted.		
<p><b>Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.</b></p>			
<p><b>6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:</b></p>			
<p>The Council will continue throughout <b>2021/2022</b> to monitor successful and unsuccessful awards against protected characteristics, to ensure that no group (where data is available) is more affected than any other.</p> <p>The Council will where possible, canvass applicants who have been awarded Discretionary Housing Payment, and who subsequently return to have the award renewed, as to why their circumstances have not changed since they were last signposted for support. This will alert the Council as to whether signposting has been effective, and where signposting has been most and least effective.</p> <p>The Council has also put in place a new system to monitor applications by type of tenancy to inform our understanding of the scheme.</p>			

## 7. Authorisation

EqIA approved by .....	Date
(Assistant Director/ Director)	.....

## 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 9<sup>th</sup> March 2021

**Title:** New River Sport and Fitness Options Appraisal

**Report**

**authorised by :** Stephen McDonnell, Director of Environment & Neighbourhoods

**Lead Officer:** Simon Farrow, Head of Parks and Leisure Services (interim)  
x3639 [simon.farrow@haringey.gov.uk](mailto:simon.farrow@haringey.gov.uk)

**Ward(s) affected:** All

**Report for Key/**

**Non-Key Decision:** Key Decision

**1. Describe the issue under consideration**

- 1.1. On 5<sup>th</sup> October 2020, the Council agreed to buy back the New River Sport and Fitness ('New River') ground lease from Fusion Lifestyle (Fusion). The transfer back was completed on 30<sup>th</sup> October 2020. This allowed Fusion to move forward and obtain a government-backed coronavirus recovery grant.
- 1.2. To ensure New River reopened for users, the Council agreed a 12-month lease with Fusion on the existing terms but with a break clause after six months. Having agreed the 12-month lease, the Council commenced a review of the future management options. Six options were identified and evaluated. Two options met the Council's assessment criteria for further consideration. The two options included running New River directly and the reintegration of New River into the existing leisure management contract.
- 1.3. Both options have been evaluated and the details are set out later in this report. Whilst legally possible, the option to reintegrate New River into the leisure management contract would attract significant revenue implications over the next eleven years. This option would not afford the Council the direct control that it is seeking to shape the operation and social value outcomes in support of the Borough Plan. Reintegration would place all the Council's "eggs in one basket" in a period of considerable uncertainty for leisure providers.
- 1.4. The option to run New River directly has been investigated and a new business plan for the site developed. The development of the new business plan has identified a good base level of income and demand, with the potential to increase that income level through some additional key hirer and partnerships agreements. Cross-service internal discussion has identified significant additional social value opportunities to be delivered from New River in support of the Borough Plan Outcomes.
- 1.5. The Council's previous experience of direct management required a significant subsidy to keep the site open for residents. Whilst investment in New River has improved this position, financial risks remain. Financial performance and growth in income at New River will be heavily dependent on the prevailing COVID-19

restrictions that will be in place from August 2021 onwards. Whilst there is potential to operate New River on a breakeven basis, the Council would carry all financial risk under the 'Run Directly' option.

- 1.6. The Run Directly option attracts some one-off mobilisation and capital costs. These will need to be met from within the Council's agreed budget for 2021/22.
- 1.7. This report is recommending that the Council insources the management of New River Sport and Fitness in August 2021.

## **2. Cabinet Member Introduction**

- 2.1. New River Sport and Fitness Centre is a significant Council asset, and it is pleasing that this report recommends the 'Run Directly' option.
- 2.2. The 'Run Directly' option not only represents the best value for the Council in financial terms it also affords the Council the opportunity to ensure that social value programming is central to its operation.
- 2.3. The borough's Physical Activity and Sport Strategy details the Council's vision 'to create and embed a culture of activity so that Haringey becomes one of the most physically active and healthy London boroughs.' Running New River directly gives the Council the control to utilise the centre to contribute significantly to this vision and achieve the priority aims detailed in the strategy for:
  - Active People
  - Active Place
  - Active Economy

## **3. Recommendations**

- 3.1. That Cabinet:
  - 1) Approves the 'Run Directly' option outlined in paragraphs 6.15 to 6.46 of this report and establishes an in-house leisure management operation to manage New River Sport and Fitness.
  - 2) Delegates authority to the Assistant Director Direct Services to set the actual date of transfer, in consultation with the Cabinet Member for Climate Change, Equalities and Leisure.
  - 3) Agrees to vire £0.305m from the approved general fund capital programme contingency to fund the capital costs set out in paragraph 6.38.

## **4. Reasons for decision**

- 4.1. Run Directly is the option that can best deliver the Council's objectives of implementing the new management arrangement within the 12 months of the short-term lease. This option will allow the Council direct control and ensure that the management and activity programme is closely aligned to the Borough Plan Outcomes.



- 4.2. The business plan projects that the Council should, under stable operating conditions, be able to operate New River on a break-even basis. Allowing for mobilisation costs and essential capital upgrades, the cost of this option is less than the reintegration option.
- 4.3. This option allows the Council to review its actual performance in 2-3 years' time and consider in a post-pandemic period if this remains the best option for the Council.

## **5. Alternative options considered**

- 5.1. The Council set out to assess six options in line with its agreed insourcing policy. The following four options were ruled out as part of that assessment on the basis that they did not meet the high importance criteria set by the Council (see table at para 6.4):
  1. Sale of the site
  2. Leasing the site on similar terms
  3. Tender to a new provider
  4. Run via a local authority trading company
- 5.2. The options of Run Directly and reintegration with the existing leisure management contract are set out within this report.
- 5.3. The option to reintegrate New River within the existing leisure management contract is not being recommended for several reasons.
- 5.4. Firstly, the proposal from Fusion would require the Council to subsidise the cost of running New River by £399k over the next three years. This is more than the cost of the Council mobilising its own operation and making the business plan critical improvements identified in this report.
- 5.5. Secondly, running New River via Fusion would not afford the Council the direct control that it seeks to shape the operation and deliver both the commercial and social outcomes the Council believes are achievable.
- 5.6. Thirdly, reintegrating New River in to the leisure management contract would also place all the Council's "eggs in one basket" in a period of considerable uncertainty for the leisure providers.

## **6. Background information**

- 6.1 The Council agreed in a Cabinet report about New River on the 28<sup>th</sup> August 2020 to consider six options for the future management of New River. These options were:
  1. Sale of the site
  2. Leasing the site on similar terms
  3. Reintegration with the existing leisure management contract
  4. Tender to a new provider

5. 'Run Directly'
6. Run via a local authority trading company

6.2 For a go / no go decision, the six options were evaluated against seven criteria.

1. Time – the Council, having taken a decision, will need to implement within the twelve-month lease. Therefore, can the option under consideration guarantee to be concluded within the 12-month timeframe? It should be noted that Fusion can also break the lease at six months by giving two months' prior notice.
2. Borough Plan Outcomes – to what extent does the option allow the Council to closely match the services offered with the Borough Plan Outcomes?
3. Level of control – how much control / influence will the Council have over the running of New River to ensure it delivers Borough Plan Outcomes for residents?
4. Risk – how much risk is there in implementing the option successfully?
5. Risk - the level of residual risk for the Council in terms of short-term cost and longer-term liability.
6. Cost – the cost to implement this option.
7. Cost - the longer-term cost implications for the Council.

6.3 The time, Borough Plan Outcomes and control are of higher importance and therefore weighted more heavily in determining which options to recommend. The summary table below is further colour-coded to reflect green as a positive benefit and red as a negative benefit.

6.4 A go / no go decision was assessed based on the higher importance criteria.

		Sale of the site	Leasing the site on similar terms	Reintegration with the existing leisure management contract	Tender to New Provider	Run Directly	Run via a Local Authority Trading Company
Higher Importance	Time	Long	Long	Short	Long	Short	Long
	Borough Plan Outcomes	Low	Low	Medium	Medium	High	High
	Control	Low	Low	Medium	Medium	High	Medium
Lower Importance	Short Term Risk	High	High	High	High	High	High
	Long Term Risk	Medium	Medium	Medium	Medium	Medium	Medium
	Implementation Cost	Low	Low	Low	Medium	High	High
	Longer Term Cost	Low	Low	Low	Medium	Medium	Medium
	Go / No Go Decision	Fail	Fail	Pass	Fail	Pass	Fail

6.5 Across all the options, anything that required establishing a new relationship posed significant risk in terms of the uncertainty in the market. Equally, the estimated times for marketing the site or procuring a new provider exceeded the

12-month period in which the Council needs to work. The option to run via a local authority trading company has merits but the governance on a single site operation would be top-heavy and overly onerous to offset any marginal benefits.

- 6.6 Based on the above assessment, the two options of reintegration within the leisure contract and running New River directly have been considered further. The two qualifying options have been scored against the enabling framework criterion. Scores are 0 = Low 4 = High, the three most important criteria have a double weighting leading to a maximum score of 8.

Enabling Framework Criteria	Weighting	Reintegration (0 – 4)	Run Dir ect ly (0 – 4)
Affordability and value for money	1	2	3
Performance and service quality	2	4	8
Capability	1	3	3
Organisational Capacity	1	2	3
Social and Environmental Values	2	4	8
Timing	2	8	8
Market conditions	1	1	3
Risk	1	2	3
<b>Total Score</b>		<b>26/44</b>	<b>39/44</b>
<b>Percentage</b>		<b>59%</b>	<b>88.6%</b>

#### **Reintegration within the leisure management contract.**

- 6.7 Prior to December 2012 when the Council last operated the site, the Council supported the running of the site with a subsidy of £479k per annum. Between December 2012 and July 2014, New River was managed as part of the wider leisure management contract and the subsidy reduced to £293k. In July 2014, the subsidy reduced to zero following the transfer under the lease arrangements. Since 2014, Fusion has made £5.2m worth of investment which was spent on the following enhancements:
- Upgrade of the existing 3G all-weather pitch
  - Creation of an FA-accredited 3G all-weather match pitch that is rugby compliant
  - Creation of 10 five-a-side 3G all-weather pitches
  - Creation of four indoor tennis courts
  - Repainting and relining the athletics track
  - A new gym and group exercise studio
  - Improved reception and changing areas
  - Refurbishments to the 'old' and 'new' pavilions and installation of a café

- 6.8 Overall, the Council would receive back a significantly improved site that operated prior to lockdown at an average surplus (last three years) of £245k.
- 6.9 Adding back New River into the leisure management contract alongside Tottenham Green, Park Road and Broadwater Farm would mean that New River Sport and Fitness would be managed in line with the provisions of the agreed leisure management contract.
- 6.10 Legal advice has been sought on this option. The Council's external legal advisors consider that the Council would have a strong legal basis for adding New River back into the contract and it would be compliant with procurement regulations. The legal advice is that such a variation to the existing contract would fall under Regulation 72 of the Public Contracts Regulations 2015. Regulation 72 provides a number of "safe harbours" and if the proposed variation falls under one of these grounds then the variation can be made lawfully. The Council would rely on the provisions of Reg 72(1)(e) and 72(8) to agree such a change to the contract. The Council will need to provide an audit trail setting out why the proposed variation would not have allowed for the participation of different suppliers or the selection of a different winning bidder.
- 6.11 Fusion have prepared costings for the Council that reflect Fusion's expectations of the future performance of the site and the requirements of the contract. This would include paying London Living Wage to all staff, operating the Council's standard concessionary pricing scheme, maintaining the facilities in line with the contract, and better aligning the service offer with the Borough Plan Outcomes.
- 6.12 If New River was added back into the leisure management contract, Fusion would take on all financial risk. Fusion have been cautious about the recovery of income, projecting that income will not return to pre-pandemic levels for ten years. Although projected income levels are some £250k above pre-lease levels, projected costs have also increased by £152k. Therefore, operating via the leisure management contract would require an average subsidy of £133k per annum over the next eleven years.
- 6.13 The key benefits of this option are:
- Full financial and liability risk transfer to Fusion.
  - No upfront costs to the Council or capital required.
  - Performance specification in place.
  - Target groups identified and requirement to grow usage year on year.
  - London Living Wage paid to all staff.
  - Mirror concessionary access provision at other sports and fitness centres.
- 6.14 The key drawbacks of this option are:
- It requires a significant revenue subsidy.
  - Any changes to service need to be negotiated, costed and agreed with Fusion.
  - Limited drive to achieve additional social value from the site.

- Fusion's offer includes no additional investment in the facilities or buildings.
- If Fusion fail, then the financial and liability risks return to the Council.

### **Run Directly**

- 6.15 The option to run New River directly aligns best with the Council's goals of commencing the new operation within the timeframe available; ensuring the best possible alignment with the Borough Plan outcomes and being in control of how the site is used for the benefit of residents.
- 6.16 To be sustainable, the vision for New River must deliver a balance between generating commercial income and delivering inclusive social outcomes. Regular use by well-performing, high quality clubs and community sports leagues will be the bedrock of the success of New River. The Council can then overlay work with specific sections of the community to increase the inclusivity and range of activities on offer.
- 6.17 Given the uncertainty in the current leisure market, it was important to take a fresh look at the potential operating income and costs of the centre to be realistic about the current level of usage before proposing a new business plan for the site. Consultation has taken place with the existing site stakeholders and has helped to shape the proposals in the business plan. Wider consultation has taken place with potential users of the site. Colleagues across the Council have also suggested how the site might support their current work programmes.
- 6.18 A SWOT analysis has been completed and this is provided in Appendix (A).
- 6.19 Based on the SWOT analysis and the opportunities that exist at New River, a new vision for the site has been developed. The new vision can be stated as:

*"The development of a sports club-based, high quality outdoor park offering individual and club sports development, training and playing facilities in the community for the community."*

- 6.20 The plan will be underpinned by working to change people's behaviours; the creation of a strong, knowledgeable, and experienced workforce; new coaching programmes; a focus on developing trust between the operation and its partner clubs and their members; and investment in the site with new and relevant equipment and by partner clubs using their own resources to support and invest in the identified priorities and outcomes. The priorities will be supported by both the existing Sport and Physical Activity Strategy and the emerging Football Development Plan for the borough.

### **Programming**

- 6.21 Programming of the site has been reviewed based on feedback from the current users. The key to the success in terms of both income generation and social value will be to establish a programme of activities at the venue to maximise throughput at affordable prices. The programme of activities will dictate the site

opening times. Therefore, the principles of the programme development will be as follows:

- Create an inclusive programme where everyone is welcome.
- Work with existing users to meet needs.
- Develop the programme to encompass the opportunities that have been created through the consultation process with current and prospective users.
- Continue to review the programme to identify facilities and times that can be utilised for commercial gain.
- Continue to review the programme to identify facilities and times that can be utilised for increased social value.
- As the programme develops and the availability of space diminishes, look to revise bookings times to maximise the usage of off-peak sessions to create availability for peak times.

### **Income Opportunities**

- 6.22 Income at the site has been fully reviewed in terms of COVID-19 impacts. New income opportunities have been identified through consultation with current users and potential new hirers that could be attracted to the site. Since Fusion made its investments, it was able to generate an average income of £807k per annum. The revised business plan estimates a first full year income of £724k growing to a mature year potential of £961k by year 4.

### **Pricing**

- 6.23 The intention is to set pricing broadly in line with the pricing across the other Council facilities but with slightly higher charges on outdoor pitch hire to reflect the better-quality pitches and changing facilities.
- 6.24 The proposed prices are set out together with comparative pricing for the 2020 Fusion pricing for New River Sport and Fitness. These and the prices for the other Fusion-operated sites within the borough are included in Appendix (B).
- 6.25 Concession pricing will be important to deliver the outcomes and priorities for the site. The Council will mirror the concessionary pricing scheme in place at the other Council leisure centres.

### **Staffing**

- 6.26 There are four staff currently employed by Fusion and these staff will be subject to a TUPE transfer. The staff's terms and conditions will be harmonised with the Council terms and conditions, including London Living Wage.
- 6.27 The current staffing includes one part-time recreation attendant, two part-time duty team leaders and one full-time customer relations manager. It will be necessary to supplement the current staff with the introduction of a general manager, sports development manager, 1.8FTE recreation attendants and 0.3fte class instructors.



### **Assets**

- 6.28 Fusion has provided an inventory of equipment and assets on the site and these will be transferred to the Council on the date of transfer for nil consideration. Fusion will also transfer the name “New River Sport and Fitness” and the copyright for the Council’s sole use.

### **Social Value**

- 6.29 A key driver for the Council in buying back the lease and potentially running New River directly is the ability to use the resources of New River to provide additional benefits to residents beyond the core sporting opportunities.
- 6.30 Discussions have taken place internally across the Council to explore what these opportunities might look like. Areas of additional social value could include:
- Employment and skills opportunities – work experience, placements, apprenticeships, coaching and leadership qualifications.
  - Haringey Learning Partnership and other alternative education providers – opportunities for sport and physical activity, plus curriculum opportunities within the site’s operation.
  - Links with the new Autism Hub to provide sport and physical activity opportunities as well as opportunities to integrate with mainstream activities.
  - Hub for summer holiday activity programme
  - Afterschool activities in the key 3pm – 6pm time slot.
  - Complement and enhance the offer from Wood Green Youth Hub
  - Development of older persons’ activity including activities for those with dementia.
  - Real scope to ensure the new facility is inclusive to all and a positive place for people with additional needs to attend.
  - Opportunities for people to transition from supported activity to independence.
  - Opportunity to work with people on the CCG frailty pathway.
- 6.31 A goal of the new operation will be to maximise the underutilised time at the site with social value opportunities, where facilities can be offered for free or at reduced prices. Marginal costs such as coaching would need to be covered by others.

### **Financial Plan**

- 6.32 The current and potential income for New River has been calculated at a rate of £724k rising to a mature year of £961k by year four. This starting year is below Fusion’s trading in 2019 and the mature year is above its best year of performance of £855k in 2017.
- 6.33 Officers believe there is potential to secure this level of income based on a review of current hirers, capacity within the programme and direct engagement with potential hirers who would be able to come on board as soon as the centres are reopened. However, the Council must not lose sight of the fact that

in, running New River directly, the Council is accepting all financial risk and that running the site directly has required a subsidy in the past.

6.34 The growth in income will come through:

- Securing one new regular football hirer (preferably a female club)
- Developing the football league offer in the five-a-side pens (a key function of the sports development manager)
- Securing a coaching agreement for the indoor and outdoor tennis courts
- Athletics – generating some modest income from increased use.
- Fitness – repositioning the gym as a functional and conditioning gym and building the membership base from its current low levels (210 members) to levels previously achieved by Fusion at around 700 members.

6.35 One of the key financial differences between the Council running the centre directly and Fusion running as a charity is the liability for national non-domestic rates (NNDR). The cost of NNDR annually at New River is £227k, 50% of its rateable value. At present, Fusion receives 80% mandatory relief, equating to £182k per annum. This cost is jointly funded by the Council and the government and therefore, although the full cost of the NNDR is included in the business plan, there is an allowance of £55k reflecting the cost already being met by the Council. Therefore, it's only the remaining £172k which is additional cost to the Council if it decides to run New River directly.

6.36 Costs for the management of the site have been calculated from a zero base to ensure there are no wrong assumptions. Figures have come directly from the Council e.g. utility and staffing costs or based on industry norms such as marketing at 2% of income. On average over the next five years, New River will cost £845k per annum to run.

6.37 Overall, it is projected that New River will make a small deficit in year one (to be absorbed within the overall service budget) and potentially produce a surplus in subsequent years. Any surplus income will be reinvested back into the facilities and activities at New River.

Year	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Operating Period Ending	Mar-22	Mar-23	Feb-24	Feb-25	Feb-26
<b>TOTAL INCOME</b>	£724,180	£835,410	£938,687	£960,573	£961,806
	-	-	-	-	-
<b>TOTAL STAFFING</b>	£260,857	£260,857	£260,857	£260,857	£260,857
	-	-	-	-	-
<b>TOTAL OPERATIONAL COSTS</b>	£553,151	£581,875	£595,098	£598,245	£598,976
<b>NET OPERATING POSITION</b>	-£89,828	-£7,322	£82,732	£101,471	£101,973
<b>Adjustment to Corporate Budgets for NNDR relief</b>	£55,000	£55,000	£55,000	£55,000	£55,000



**currently funded by the Council**

<b>Net impact on LBH</b>	<b>-</b>	<b>£137,73</b>	<b>£156,4</b>	<b>£156,97</b>
<b>Budget</b>	<b>£34,828</b>	<b>£47,678</b>	<b>2</b>	<b>71</b>
			<b>3</b>	

- 6.38 Although the costs for the Run Directly option have been carefully and diligently considered, the financial performance and growth in income at New River will be heavily dependent on the prevailing COVID-19 restrictions that will be in place from August 2021 onwards. Mobilising the new operation will incur some one off costs including, marketing, consultancy support and pre-opening staff costs of £65k. Capital costs of £305k will also be incurred to purchase a new IT system, reconfigure key parts of the site and the purchase on new gym equipment. See Appendix C for a breakdown of costs.

**Lifecycle Capital Investment**

- 6.39 Planned preventative maintenance and reactive repairs are costed into the revenue business plan. However, in addition to those recurring costs, the “assets” at New River will require regular refurbishment and renewal in line with good asset management practice. Poor quality deteriorating assets will quickly detract from the income-generating abilities of the site and will quickly lead to user dissatisfaction. In addition to the building assets, the sporting assets will also require renewal at set frequencies.
- 6.40 A breakdown of estimated capital investment is set out at Appendix (D) for indicative purposes only. During 2021/22, any urgent capital needs will be met through the agreed capital programme contingency fund. Beyond that, a review of sites capital requirements will be undertaken and a capital strategy for the site developed.

**Implementation timeline**

- 6.41 The implementation will commence on the 20<sup>th</sup> March 2021 following the expiry of the call-in period and be completed in August 2021.
- 6.42 A key driver for this timescale is purchase and establishment of the new IT systems. This will be achievable with a direct award of the Leisure Management IT system to Gladstone Ltd on a three-year contract with a total value of £65k - £75k.

**Review Period**

- 6.43 With any new operation, it is prudent and good management to build in a review point to ensure that outcomes are being achieved and financial imperatives met. There is significant uncertainty as to what lies ahead in the next 2-3 years as the country hopefully moves to a post-pandemic period. It is therefore recommended that the ‘Run Directly’ operation is reviewed after 2-3 years of full operation to evaluate against other options that may be available to the Council if the economic climate has improved.

**7. Contribution to strategic outcomes**

- 7.1. The consultation document identifies 'Outcomes' for 'People' and 'Place' as the main outcomes that will be supported by the strategy. These outcomes are:
- Outcome 5: Happy childhood: all children across the Borough will be happy and healthy as they grow up, feeling safe and secure in their family, networks and communities
  - Outcome 7: All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected with their communities
  - Outcome 8: Strong communities where people look out for and care for one another
  - Outcome 9: A healthier, active and greener space.
  - Outcome 11: A culturally engaged place

## **8. Statutory Officers' comments**

### **8.1. Finance**

- 8.1.1. The substantive recommendation of this report seeks Cabinet approval for the insourcing of New River Sport and Fitness currently operated by Fusion
- 8.1.2. A full consultation exercise has been carried out considering all available options, 6 options were identified however only 2 of these met the Council criteria.
- 8.1.3. The evaluation has determined the most cost-effective option available at this time is to bring the service in house when the existing arrangement comes to an end.
- 8.1.4. The revenue mobilisation costs of £65k will be met from within the agreed revenue budget for 2021/22 and the capital costs of £305k will be met from the approved general fund capital programme contingency for 2021/22. The revenue cost of the one-off investment is budgeted for in the MTFS agreed by Council at its budget setting meeting of the 1<sup>st</sup> March 2021.
- 8.1.5. Recommendation 3 asks Cabinet to note that the operational environment will be heavily influenced by any on-going COVID-19 restrictions. The financial effect of this on the New River operations will be closely monitored and reported through the normal budget monitoring process and any necessary corrective action will be effected swiftly to minimise any adverse variances.

### **8.2. Procurement**

- 8.2.1. Strategic Procurement notes the contents of this report and supports the recommendations proposed.
- 8.2.2. The current market conditions in this sector are very challenging at present. Attempting to procure a third-party provider to operate the facility would likely be extremely expensive as providers would seek to offset the financial risk brought about by the COVID-19 pandemic. This is assuming any potential bidders would come forward for a single facility in the current market.
- 8.2.3. Strategic Procurement confirms there are no procurement related regulatory constraints that would prevent the Council from accepting the recommendations made in this report.

### **8.3. Legal**

- 8.3.1. The Head of Legal and Governance has been consulted in the preparation of the report.
- 8.3.2. The Council has the power under section 1 of the Localism Act 2011 to do anything that individuals generally may do.
- 8.3.3. The Council acquired the leasehold interest of the New River site back on 30 October 2020 with a short-term lease back to Fusion to allow it to continue operating the business whilst the Council decided the best option for the site going forward.
- 8.3.4. This report seeks authority for the Council to carry on operating the New River site for the same purpose that Fusion was operating it for. The business carried on by Fusion will transfer to the Council. As a result, the Transfer of Undertakings (Protection of Employment) regulations (TUPE) would apply to the four employees currently employed. They will on transfer become employees of the Council and their employment terms and conditions will transfer.
- 8.3.5. There are also a number of items of equipment and assets that will be transferred to the Council.
- 8.3.6. There are no legal procurement issues with the Run Directly option.
- 8.3.7. The Head of Legal and Governance sees no legal reasons preventing Cabinet from approving the recommendations in the report.

### **8.4. Equality**

- 8.4.1. The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.
  - Advance equality of opportunity between people who share protected characteristics and people who do not.
  - Foster good relations between people who share those characteristics and people who do not.
- 8.4.2. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 8.4.3. The proposed decision is to approve the option to run New River Sports and Fitness directly and establish an inhouse leisure management operation in order to do so. The objective of the proposed decision is to ensure that the management, activity programme, and social value outcomes of the New River Sport and Fitness are closely aligned to the Borough Plan outcomes. The Borough Plan outcomes are designed to reduce inequality in Haringey, and so to the extent that this decision supports progress to be made towards the

outcomes noted at para.7.1 it may be considered a measure to advance equality of opportunity for residents who share the protected characteristics. In particular, the decision may be considered a measure to advance equality of opportunity to the extent that it enables those groups currently under-represented among participants in sport and leisure activities to participate in such activities locally.

- 8.4.4. It is notable that the option to run New River Sport and Fitness directly will enable the Council to realise social value by providing additional activities or services to residents beyond the core sporting opportunities, as noted at para.6.47. Such social value activities are likely to address known inequalities in Haringey affecting protected groups. The decision can therefore be seen as a step that enables the Council to take measures to eliminate discrimination and advance equality of opportunity.

## **9. Use of Appendices**

Appendix A – Run Directly SWOT analysis  
Appendix B – Core fees and charges  
Appendix C – Mobilisation and Capital Set Up Costs  
Appendix D – 15-year lifecycle costings

## **10. Local Government (Access to Information) Act 1985** N/A

## Appendix A – New River Run Directly SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> <li>Quality sports pitches</li> <li>Secure site</li> <li>Varied dry side sports offering diverse opportunities to members and casual users</li> <li>Community buy-in to local facilities</li> <li>Site seen as a “neutral” area within Haringey</li> <li>Strong priority groups within the catchment</li> <li>Sense of ‘ownership’, and positive attitude among workforce</li> <li>Home base for various clubs that be utilised to extend usage and “ownership”</li> <li>Good coverage of outdoor sports covered</li> <li>Positive feedback from consultation (see Appendix A)</li> </ul>	<ul style="list-style-type: none"> <li>Site lacks a ‘beating heart’.</li> <li>Age, condition and disjointed layout of the various buildings across the site</li> <li>Lack of good quality food and beverage offer in a central location</li> <li>Poor transportation links with only one bus service and limited pay and display parking</li> <li>Current layout does not allow for a fitness facility to be created that can compete with the low-cost competition</li> <li>Current operator membership to other sites in the borough may result in a reduction of fitness memberships</li> <li>No identity, focus or focal point for partner clubs or users</li> </ul>	<ul style="list-style-type: none"> <li>Impact of Covid-19 – Increase in people exercising outside following lockdown</li> <li>Impact of Covid-19 – Possible reduction in competition as some private sector gyms may not survive the lockdown</li> <li>Spare capacity within the programmes for growth in usage</li> <li>Provide state of the art performance facility to support clubs</li> <li>Potential redevelopment of the bar / catering areas to generate increased rent / secondary spend income</li> <li>Increased income levels could generate a small surplus / reduce operational deficit for reinvestment into the facilities</li> <li>Potential to increase participation, particularly focussed upon health outcomes</li> <li>Develop a more outcome-based programme with more performance analysis linked to how the contract contributes to the council’s own strategic priorities and outcomes, (e.g., concessionary use and increasing social value)</li> <li>Create a “club” focussed facility to grow the membership and participation in these sports</li> <li>Create a “sports club” environment to help clubs in their development</li> <li>Develop more sports development activities including tennis, football and rugby coaching</li> <li>Develop and expand partnerships with various clubs and organisations including Spurs Women and Park View FC.</li> <li>Develop alternative uses for the athletics track (given there is no in-field)</li> <li>Create 5/7-a-side league programme directly or using a commercial operator</li> </ul>	<ul style="list-style-type: none"> <li>Impact of Covid-19 – a significant proportion of fitness members do not re-join</li> <li>Impact of Covid-19 – Exercise habits change during lockdown with resulting decrease in use of facilities</li> <li>Increasing rise of low-cost gym competition</li> <li>Further reduction in public transport links</li> <li>Potential loss of fitness members who utilise the gym / classes as part of a “borough-wide” membership with Fusion</li> <li>Potential additional utilities tariff costs</li> <li>Uncertainty around the repairs to the pavilion roof of the Rhino’s / Skolars bar / clubhouse and ongoing structural costs of the buildings</li> <li>Capital costs that may be required to address condition survey works.</li> </ul>

## Appendix A – New River Run Directly SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
		<ul style="list-style-type: none"> <li>• Develop academy programmes through coaching sessions</li> <li>• Rental income from container stores</li> <li>• Rental income from Haringey Sports Development Trust team located in the “caretakers house” or negotiate direct return benefits on site for rent free accommodation</li> <li>• Creation of a new anchor tenant (relating to football)</li> <li>• Develop basketball, netball and volleyball facilities to engage local community</li> </ul>	

Activity	Proposed 2021/22 New River prices	New River prices 2020	2019/20 Fusion pricing at other facilities
<b>Casual – Pay and Play</b>			
Gym (casual)	£8.50*	£8.00	£8.10
Group Exercise	£8.50*	£8.00	£7.30 - £7.90
Athletics (casual)	£4.00*	£3.80	n/a
Tennis (Outdoor)	£5.25*	£5.15	n/a
Tennis (Indoor)	£15.00 -£20.00 peak*	£20.00	n/a
	£12.00 off peak *		
<b>Pitch Hire</b>			
Grass 11-a-side (no changing)	£42.00	£41.90	£64.15
Grass 11-a-side (with changing)	£55.00	£54.00	
Grass Junior (no changing)	£25.00	£23.15	£23.15
Grass Junior (with changing)	£35.00	£33.00	
5-a-side 3G	£50.00	£50.00	£42.00
7-a-side 3G	£70.00	£68.00	
11-a-side 3G	£110.00	£	£60 adult £30 junior
Stadium Pitch	£200	£200.00	
<b>Memberships</b>			
Gym only (including group exercise)	£30**		£46 single £80 joint £110 family
Tennis only	£30		
Gym and Tennis	£50**		

Concessionary pricing applies of 25% discount for Choice Advantage Plus Members and 50 % for Choice Advantage Members to prices marked \* (see details of eligibility below)

\*\*Discounts for club users of 25% off fitness membership prices

Prices are benchmarked against other similar Haringey Council facilities

This page is intentionally left blank



## Appendix C – Mobilisation and Capital Setup Costs

**Mobilisation Costs**

Establishing a new operation at New River will result in several one-off costs that the Council will need to budget for:

a) Marketing and branding	£15k
b) Specialist leisure consultancy to support establishment up to go live	£30k
c) Early appointment of centre manager (3 months) and sports development manager (2 months)	£20k
<b>Total</b>	<b>£65k</b>

**Capital investments integral to the business plan**

The break-even business plan is predicated on several key small-scale investments in the current provision as follows:

a) Grandstand under-croft reconfiguration to create new club space including audio visual coach education equipment	£60k
b) Remarking of outdoor tennis courts	£10k
c) Conversion of gym to functional and conditioning gym	£90k
d) Uniforms	£4k
e) Desktop IT provision	£10k
f) New till and booking system including mobile app and online bookings	£45k
g) Website development	£10k
h) IT infrastructure, cabling and end-user equipment	£6k
i) IT project management for procurement and implementation	£50k
j) Contingency	£20k
<b>Total</b>	<b>£305k</b>

This page is intentionally left blank

Appendix D – Indicative Lifecycle Capital Expenditure over 15 years

Location	Item	Years 1-2	Years 3-5	Year 6-10	Year 11-15	Key items over £10k
New pavilion	Building fabric	£ 59,900	£ 42,450	£ 25,850	£ 42,850	Roof lights, ceilings, flooring
New pavilion	Mechanical and electrical	£ 59,650	£ 39,200	£ 20,000	£ 18,350	Lighting, electrical cabling, boilers, water heating, access lift
Youth club	Building fabric	£ 15,200	£ 61,350	£ 113,700	£ 25,100	Windows, roof covering, roof lights, internal doors
Youth club	Mechanical and electrical	£ 94,500	£ 6,000	£ 19,000	£ 5,000	Radiators, power distribution, electrical cabling, water heating, lighting
Grandstand	Building fabric	£ 234,650	£ 16,800	£ 11,800	£ 131,800	External cladding, windows, external doors, steel structure, floor coverings
Grandstand	Mechanical and electrical	£ 6,000	£ 52,500	£ 29,000	£ 113,350	Air handling, water heating, lighting, air conditioning, power distribution
Old pavilion	Building fabric	£ 24,200	£ 11,375	£ 64,700	£ 15,500	Roof covering, roof lights, floor covering,
Old pavilion	Mechanical and electrical	£ 2,000	£ 9,000	£ 31,000	£ 43,350	Power distribution, boilers, lighting, electrical cabling
Grounds	Pitch coverings, athletics track, gym equipment, site infrastructure	£ 95,000	£ 884,000	£ 903,000	£ 232,000	
	Sub-total	£ 591,100	£ 1,122,675	£ 1,218,050	£ 627,300	
	Contingency @10%	£ 59,110	£ 112,268	£ 121,805	£ 62,730	
	Contractors' prelims & OH&P @15%	£ 97,532	£ 185,241	£ 200,978	£ 103,505	
	Professional Fees @12%	£ 89,729	£ 170,422	£ 184,900	£ 95,224	
		£ 837,470	£ 1,590,606	£ 1,725,733	£ 888,759	

Fifteen year total	£ 5,042,568
Average investment per year	£ 336,171

This page is intentionally left blank

## 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	
<b>Name of proposal</b>	New River Sports and Fitness Options Appraisal
<b>Service area</b>	Parks & Leisure
<b>Officer completing assessment</b>	Andrea Keeble
<b>Equalities/ HR Advisor</b>	Melissa Nalubwama-Mukasa
<b>Cabinet meeting date (if applicable)</b>	9 <sup>th</sup> March 2021
<b>Director/Assistant Director</b>	Mark Stevens

### 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*

Due to Covid related matters, in October 2020, Fusion handed the New River lease back to the Council and at that time the Council, for continuity purposes, granted Fusion a 1 year lease to operate the facility while the Council conducted an appraisal to ascertain the best option for the long term management of the site. Note the lease Fusion had was for 50 years and the site operated separately to the other leisure centres in the borough, that are managed under a 20 year standard Leisure Management Contract.

The Appraisal considered 6 options, subsequently narrowed down to two main options for the future management of New River. These two main options were: 1) Re-integrate the centre back into the overall leisure management contract that the Council has with Fusion for the other leisure centres in the borough or 2) Run the centre directly.

The appraisal concludes that the centre should be run directly by the Council and the Cabinet Report for the March 2021 Cabinet makes the recommendation for the 'Run Directly' option, arising from the Appraisal, and further concludes that the Council's operation should begin in August 2021.

The key stakeholders that may be affected by this decision are:

Current staff at the centre (4 staff)

Potentially staff within Active Communities, as the centre staff will sit within in this Team within Parks and Leisure. Additional staff including a centre manager will need to be recruited thus a minor restructure is required.

Customers that use the centre for a range of sports such as football, rugby, tennis, athletics, fitness/gym and Group Exercise.

Schools who use the site primarily for school sports days

Tenants based at the site; namely Rhinos Rugby Union Football Club, London Skolars Rugby League Football Club and three telephone companies with masts located on site.

Other entities permanently based at the site; Haringey Sports Development Trust, Footsteps Educational Academy (who also operate as the London Boxing Academy).

Tottenham Hotspur Foundation who have a Service Level Agreement for one of the artificial pitches that allows for preferred access and discounted pricing.

An Appraisal has been conducted and has concluded that the best option both financially and in terms of the wider social value outcomes that should arise from direct provision; that the centre should be run directly by the Council.

This is the recommendation made in the Report due to go to Cabinet on the 9<sup>th</sup> March 2021.

### **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	<p>Service data is minimal currently, thus national data and research provided by Sport England will be used</p> <p>Haringey Borough profile and residents survey</p> <p>Gaps – there are significant gaps in Equalities information. This will be rectified for most Protected Groups when the centre is run directly - as the Council will put in place the processes to collect this information.</p> <p><b>Borough Profile</b> Females: (50.5%) Males: (49.5%)</p> <p><b>Service Data</b> 2018 Sport England data for Haringey shows the following reaching 150 minutes of physical activity a week:</p> <ul style="list-style-type: none"> <li>• 73.1% men</li> <li>• 63.5% women</li> </ul> <p>Regular football in last 28 days Men 10.7% Women 3% Residents Survey – 71% of men and 65% of women exercise at least once a week.</p>	<p>Currently there is minimal data on the current 4 staff at New River, and none will be forthcoming until we receive TUPE information and this will also be limited in relation to all the Protected Groups</p> <p>Observation though tells us that there is 1 female and 3 males. Note the female is on the highest grade</p> <p>Gaps – when the staff transfer and also when new staff are recruited equalities data will be collected.</p>
Gender Reassignment	<p>Minimal data and see commentary above under 'Sex'</p> <p><b>Borough Profile</b> No robust data on the UK trans population exists. The government estimate that there are approximately 200,000-500,000 trans people in the UK. Assuming an average representation, this would mean between 812 and 2,030 Haringey residents are trans</p> <p><b>Service Research</b> Sport England research indicates that nationally levels of activity are lower amongst transgender people</p>	<p>No data and see commentary above under 'Sex'</p>
Age	<p>As above and see commentary above under 'Sex'</p> <p><b>Borough Profile</b></p>	<p>As above and see commentary above under 'Sex'</p>

	<p>56,718: 0-17 (21%)  72,807: 18-34 (27%)  68,257: 35-49 (25%)  44,807: 50-64 (17%)  28,632: 65+ (11%)</p> <p>By 2021, it is projected that the Haringey population will be 286,774. This will be made up of:</p> <ul style="list-style-type: none"> <li>○ 60,664 (21.2%) will be 0 – 17 - (London 22.6%, England 21.7%)</li> <li>○ 199,188 (69.5%) will be 18-64 - (London 65.8%, England 59.6%)</li> <li>○ 26,923 (9.4%) will be 65+ - (London 11.5%, England 18.7%)</li> </ul> <p><b>Service Data</b>  Age – Older People</p> <ul style="list-style-type: none"> <li>• Sport England 150 minutes per week:</li> <li>• 55 – 64 – 62%</li> <li>• 65 – 74 – 58.7%</li> <li>• 75 – 84 – 44.1%</li> <li>• 85+ - 22%</li> <li>• Residents Survey 55-64 60% exercise at least once a week</li> </ul> <p>Age – younger people</p> <ul style="list-style-type: none"> <li>• Younger people are more active than older people.</li> <li>• Sport England – 70% of 16 to 34 150 minutes a week</li> <li>• Residents Survey – 84% of 16- 24 exercise at least once a week</li> </ul>	<p>Observation tells us that all the staff are relatively young.  Industry information on age profiles</p>
Disability	<p>As above and see commentary above under 'Sex'</p> <p><b>Borough Data</b>  2011 census data 14% of Haringey residents consider they have a disability or limiting condition.  19,500 aged 16-64 have a physical disability  1,090 people living with a learning disability</p> <p><b>Service Data</b></p> <ul style="list-style-type: none"> <li>• Nationally Sport England finds that 47% of disabled reach 150 minutes compared to 67% non disabled</li> </ul>	<p>As above and see commentary above under 'Sex'</p> <p>Observation tells us that staff do not have any obvious disability.  Industry information on disability employment within the sector</p>



	<ul style="list-style-type: none"> <li>Residents Survey 23% of residents permanently sick or disabled exercise once a week</li> </ul>	
Race & Ethnicity	<p>As above and see commentary above under 'Sex'</p> <p><b>Borough Profile</b></p> <p><u>Arab: 4.8%</u> 0.9% Any other ethnic group: 3.9%</p> <p><u>Asian: 9.5%</u> Indian: 2.3% Pakistani: 0.8% Bangladeshi: 1.7% Chinese: 1.5% Other Asian: 3.2%</p> <p><u>Black: 18.7%</u> African: 9.0% Caribbean: 7.1% Other Black: 2.6%</p> <p><u>Mixed: 6.5%</u> White and Black Caribbean: 1.9% White and Black African: 1.0% White and Asian: 1.5% Other Mixed: 2.1%</p> <p><u>White: 60.5%</u> English/Welsh/Scottish/Norther Irish/British: 34.7% Irish: 2.7% Gypsy or Irish Traveller: 0.1% Other White: 23%</p> <p><b>Service Data</b> Nationally Sport England finds the following reaching 150 minutes a week:</p> <p>White British 64.2% White other 65.3% Asian excl Chinese 53% Black 57.1% Chinese 60.7% Mixed 68.7% Other 56.4%</p>	<p>As above and see commentary above under 'Sex'</p> <p>Observation tells us that some of the staff are from BAME groups Industry information on BAME employment within the sector</p>

Sexual Orientation	<p>As above and see commentary above under 'Sex'</p> <p>3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013. In Haringey this equates to 6,491 residents. (ONS Integrated Household Survey)</p> <p><b>Service Data</b> Nationally Sport England finds the following reaching 150 minutes a week:</p> <ul style="list-style-type: none"> <li>• Heterosexual/straight 62.2%</li> <li>• Lesbian and Gay Men 69.3%</li> <li>• Bisexual 70%</li> <li>• Other sexual orientation 56.8%</li> </ul>	No data and see commentary above under 'Sex'
Religion or Belief (or No Belief)	<p>As above and see commentary above under 'Sex'</p> <p><b>Borough Profile</b> Christian: 45% Buddhist: 1.1% Hindu:1.9% Jewish:3% Muslim: 14.2% No religion: 25.2% Other religion: 0.5% Religion not stated: 8.9% Sikh: 0.3%</p> <p><b>Service Data</b> Nationally Sport England finds the following reaching 150 minutes a week: Christian 61.7% Buddhist 55.9% Hindu 57.9% Jewish 56% Muslim 47.7% Sikh 55.6% Other religion 62.8% No religion 69.1%</p>	No data and see commentary above under 'Sex'
Pregnancy & Maternity	<p>As above</p> <p><b>Haringey Data</b> Live Births in Haringey 2019: 3646</p> <p><b>Service Data</b> There is no Active Lives data regarding pregnancy. However, other Sport England research and analysis has found, that when people experience major events in their lives</p>	No data

	such as marriage and having children, physical activity levels drop	
Marriage and Civil Partnership	<p>As above</p> <p><b>Borough Profile</b></p> <p>Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (8.2%)</p> <p>In a registered same-sex civil partnership: (0.6%)</p> <p>Married: (33.3%)</p> <p>Separated (but still legally married or still legally in a same-sex civil partnership): (4.0%)</p> <p>Single (never married or never registered a same-sex civil partnership): (50.0%)</p> <p>Widowed or surviving partner from a same-sex civil partnership: (3.9%)</p> <p><b>Service Data</b></p> <p>There is no Active Lives data regarding marriage/civil partnership. However, other Sport England research and analysis has found, that when people experience major events in their lives such as marriage and having children, physical activity levels drop</p>	No data

**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.*

It is clear that due to the non collection and/or unavailability of Equalities data from Fusion that there are significant gaps in our knowledge regarding Protected Group usage at New River. Nonetheless from Sport England data and their research for Haringey and nationally we can carry out some analysis and extrapolate it to New River.

The proposal for the Council to run New River directly we can predict, with the limited data we have, will be positive in most respects or the affect will be unknown. Certainly, in the areas of – gender, ethnicity, disability and age we can be certain of a positive or at worst a neutral effect.

Using Sport England data collection and research and Haringey Residents Survey results (that generally mirrors Sport England results) we can assume the following:

- Men and boys will be the predominant users at New River currently. This is particularly so when we consider that the main sport played at New River is football and that males are 3 x more likely to play football than women.
- This will be overcome, partially at least, with the 'Run Directly' option – as the Council will adhere to the emerging Football Development Plan that emphasises women and girls football development. Other actions related to communications material, staffing, staff training and the collection and analysis of a range of Equalities data, will without doubt lead to increases in women and girls usage at New River.
- The age profile at New River given the emphasis on team sports will generally be skewed towards children and younger people. Most users will tend to be within the under

35 years bracket. Sport England data also supports this, as we know that younger people are more active than older people.

- The proposal to run the centre directly will lead to a more balanced age profile, although given the type of sports that are played at the centre - it will never match the borough profile. However, with some bespoke programming targeted at reducing frailty, increasing older people's activity levels as well as other actions related to communications material, staffing, staff training and the collection and analysis of a range of Equalities data, will without doubt lead to increases in older people utilising New River to get fitter and seek socialising opportunities.
- The ethnicity profile of the users at New River is difficult to extrapolate from national data. This is because while nationally people from BAME communities have lower physical activity rates this may not be reflected at New River given the overwhelmingly younger age profile at the centre. We know that within the younger age groups in Haringey the BAME profile is higher than the 'all population' figure and thus we can assume that BAME usage is relatively high at the centre. This is also supported anecdotally by observing that many of the hirers at the centre are clubs drawn from and with majority memberships from specific ethnic communities.
- The 'Run Directly' option recommended in the report will mean better Equalities data collection leading to a better researched understanding of the ethnicity make up of users. From this if there appears to be issues around particular ethnic groups not attending the centre consultation and remedial actions can be put in place to rectify.
- The disability profile at the centre we know from observation is poor. The 'usual' barriers that a disabled person encounters when trying to access sport may well be further exacerbated at New River, but currently as we have no data around this we cannot say with certainty what specifically are the issues at New River.
- The 'Run Directly' option recommended in the report will lead to a higher uptake of the opportunities at New River by disabled people. This will be achieved with some bespoke programming, staffing, staff training, communications and proactive monitoring of the Equalities data that will be collected when the Council starts operating the centre.

For the other Protected groups it is difficult to gauge the effect of the change to how the service is run; due to the lack of data. However, with these groups the Council has the opportunity to make some positive impacts via programming, staffing, staff training, site procedures and communications.

Certainly, the future collection of Equalities data and the regular analysis of it - from both users and staff will lead to informed decision making regarding programming etc that will have an overall positive impact on the usage of the centre by Protected Groups.

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

*Please outline which groups you may target and how you will have targeted them*

Further information on consultation is contained within accompanying EqIA guidance

The consultation to date regarding how the centre is managed has been undertaken as part of the Appraisal that is informing the decision to run the site directly. Stakeholders drawn from the key users at the site including the tenants, schools, football clubs, rugby clubs, and key potential users/hirers – have all been interviewed by the consultants who compiled the Appraisal. Further to this the Council has conducted a Stakeholders meeting and had a series of meetings with other Council departments and other organisations such as:

- Haringey Learning Partnership
- Children and Young people's Service
- Socio and Economic Regeneration
- Adult Services (learning disabilities, older people)
- NHS
- Public Health
- Police

This consultation supports the recommendation to run the centre directly. These consultees as key users or potential users of the centre represent clubs and other entities that have memberships/clients drawn from some of the Protected Groups.

We will continue to engage with the key stakeholders via regular meetings. Further consultation will take place in such regular forums as:

- Haringey Active Network
- Haringey Football Forum
- Haringey Women & Girls Football Forum
- The School Sport Network
- School Heads meetings
- National Governing Bodies of Sport meetings

Furthermore, as detailed above the key sport at New River is football. Currently because of the proposed changes at New River and some other football developments in the borough the Council and stakeholders are developing the Haringey Football Development Plan. Extensive consultation (via interviews, workshops and surveys) is taking place therefore with the above groups around this as well as:

- Haringey LGBTQ+ Forum
- Haringey Faith Forum
- Youth groups
- Relevant Council departments and their clients such as Adult Services

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

*Explain how will the consultation's findings will shape and inform your proposal and the decision making process, and any modifications made?*

The consultation to date has supported the Cabinet Reports recommendation to run the centre directly.

Future consultation will be tailored to finding out what measures are required to attract usage to the site from Protected Groups.

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

*Please explain the likely differential impact on each of the 9 equality strands, whether positive or negative. Where it is anticipated there will be no impact from the proposal, please outline the evidence that supports this conclusion.*

Further information on assessing impact on different groups is contained within accompanying EqlA guidance

**1. Sex** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

- Men and boys will be the predominant users at New River currently. This is particularly so when we consider that the main sport played at New River is football and that males are 3 x more likely to play football than women.
- This will be overcome, partially at least, with the 'Run Directly' option – as the Council will adhere to the emerging Football Development Plan that emphasises women and girls football development. Other actions related to communications material, staffing, staff training and the collection and analysis of a range of Equalities data will without doubt lead to increases in women and girls usage at New River.

**2. Gender reassignment** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

No service data is available for this group and this combined with the sketchy national and local data means the impact of the proposal is unknown

**3. Age** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

- The age profile at New River given the emphasis on team sports will generally be skewed towards children and younger people. Most users will tend to be within the under 35 years bracket. Sport England data also supports this, as we know that younger people are more active than older people.
- The proposal to run the centre directly will lead to a more balanced age profile, although given the type of sports that are played at the centre - it will never match the borough profile. However, with some bespoke programming targeted at reducing frailty, increasing older people's activity levels as well as other actions related to communications material, staffing, staff training and the collection and analysis of a range of Equalities data will without doubt lead to increases in older people utilising New River to get fitter and seek socialising opportunities.
- There is also an ambition to generally increase use at the centre so there should also be increases in younger people accessing the centre as a result of better programming e.g. currently tennis is poorly programmed at the centre and this is a sport attractive to all age groups particularly younger people.

**4. Disability** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

- The disability profile at the centre we know from observation is poor. The 'usual' barriers that a disabled person encounters when trying to access sport may well be further exacerbated at New River, but currently as we have no data around this, we cannot say with certainty what specifically are the issues at New River.
- The 'Run Directly' option recommended in the report will lead to a higher uptake of the opportunities at new River by disabled people. This will be achieved with some bespoke programming, staffing, staff training, communications and proactive monitoring of the Equalities data that will be collected when the Council starts operating the centre.

**5. Race and ethnicity** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

- The ethnicity profile of the users at New River is difficult to extrapolate from national data. This is because while nationally people from BAME communities have lower physical activity rates this may not be reflected at New River given the overwhelmingly younger age profile at the centre. We know that within the younger age groups in Haringey the BAME profile is higher than the all population figure and thus we can assume that BAME usage is relatively high at the centre. This is also supported anecdotally by observing that many of the hirers at the centre are clubs drawn from and with majority memberships from specific ethnic communities.

- The 'Run Directly' option recommended in the report will mean better Equalities data collection leading to a better researched understanding of the ethnicity make up of users. From this if there appears to be issues around particular ethnic groups not attending the centre consultation and remedial actions can be put in place to rectify

**6. Sexual orientation** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

- Overall Lesbian and Gay people as well as bisexual people are more active than heterosexual people. At New River due to the lack of data to understand if this is the case at the centre. Other research indicates that in a team sport situation there is a tendency for discrimination against non heterosexual identifying people. Given the team sport make up at the centre there could possibly be some underlying issues.
- The Run Directly proposal being recommended may lead to better usage by this group and a lessening of discrimination towards them (if it is currently happening) given that some specific outreach work will be conducted as part of the emerging Football Development Plan piece. However, without base centre data the impact is unknown at this stage.

**7. Religion or belief (or no belief)** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

- Christians and people of no religion tend to be more active than all other religious groups. This is likely to be replicated to an extent at New River, although there is no centre data to support this statement.
- No service data is available for this group means the impact of the proposal is unknown

**8. Pregnancy and maternity** *(Please outline a summary of the impact the proposal will have on this protected characteristic and cross the box below on your assessment of the overall impact of this proposal on this protected characteristic)*

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

- There is no Sport England data regarding pregnancy and maternity. However, other Sport England research and analysis has found, that when people experience major events in their lives such as marriage and having children, physical activity levels drop.
- Possibly as the proposal should lead to better usage rates by women and girls there should also be a positive impact on this group, but the lack of service data and sketchy national data means the impact of the proposal is unknown.



**9. Marriage and Civil Partnership** *(Consideration is only needed to ensure there is no discrimination between people in a marriage and people in a civil partnership)*

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

- There is no Active Lives data regarding marriage/civil partnership. However, other Sport England research and analysis has found, that when people experience major events in their lives such as marriage and having children, physical activity levels drop.
- The lack of service and national data means the impact of the proposal is unknown.

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

More detailed Sport England analysis finds that women and girls from most ethnic minorities are among the most inactive in the country. While we have no service data for New River that we can draw upon, as demonstrated above we know that women and girls are not well represented. Therefore, it is extremely likely that BAME women and girls will also not participate in sport at New River in numbers approaching the borough profile.

The proposal to run the service directly is very likely to be positive for this cohort, firstly because of the emphasis on attracting more women and girls usage generally and secondly because of the engagement with BAME groups via such platforms as the:

- Women and Girls Football Forum
- Faith Forum (given that the borough profile for Muslims is significant at 14% and most of this faith will be either black or another ethnic minority)
- Outreach and work with schools particularly in the local area where the school rolls have a significant BAME makeup.

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

- **Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?**
- **Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?**  
This includes:
  - a) Remove or minimise disadvantage suffered by persons protected under the Equality Act**
  - b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups**
  - c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low**
- **Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?**

This proposal to run the New River Sport and Fitness Centre directly is wholly positive in terms of protected Group usage; or at worst the impact is unknown due to national, local and service data gaps.

Key is that the Council will collect and analyse Equalities data related to most if not all the groups detailed in this report and then put in place mitigating actions related to programming mainly - but also communications, staffing and operational procedures, that will lead to improvements in centre usage by Protected Groups.

While the data at the site is extremely limited; from observation and by extrapolating national data and specific Haringey physical activity data we can assume with some confidence that participation at the site by Protected Groups can be improved.

The Appraisal carried out at the site to determine its future operation and the Cabinet Report for the 9<sup>th</sup> March 2021 details some of the measures that will be taken to improve usage by Protected Groups. These include programming to attract women and girls, specific sessions for disabled people and older people as well as increases in staffing levels to ensure there is sufficient capacity to deliver these ambitions.

Once the centre is operated by the Council there will be an ongoing emphasis and steps taken to ensure that disadvantage suffered by persons under the Equality Act is removed or minimised. Furthermore, the ongoing engagement with stakeholders and users will foster good relations amongst the centre participants.

Regarding staffing a small restructure is required to integrate the staff into the current Active Communities/Parks and Leisure Team. The only impact of any note will be the increased managerial responsibilities for the Commissioning Manager for Active Communities. Several new positions will be recruited to including:

- Centre Manager (reporting to the Commissioning Manager for Active Communities)
- Sports Development Manager
- 1.8 FTE Recreation Assistants
- 0.3 Class Instructors

During the recruitment process all Council procedures related to recruitment and Equalities will be followed to exploit the opportunity to embed diversity into the staff structure.

The 4 staff currently at the site will benefit from migrating onto Council staff terms and conditions as these are better in terms of weekly hours worked, holiday provision, improved sick pay etc. One staff member will receive a pay rise to move him onto the London Living Wage. There is no Equalities data currently available for this group.

#### 6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

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

Outcome	Y/N
<b>No major change to the proposal:</b> the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	N
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality. Clearly <u>set out below</u>	N

the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below			
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.			N
<b>6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty</b>			
Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
Age - positive	Specific programming Equalities data collection and monitoring Communications material	Andrea Keeble	From August 2021 with monthly monitoring
Sex - positive	Specific programming Equalities data collection and monitoring Communications material	Andrea Keeble	From August 2021 with monthly monitoring
Ethnicity - positive	Specific programming Equalities data collection and monitoring Communications material	Andrea Keeble	From August 2021 with monthly monitoring
Disability – positive	Specific programming Equalities data collection and monitoring Communications material	Andrea Keeble	From August 2021 with monthly monitoring
Gender reassignment, Pregnancy and Maternity, Sexual Orientation, Marital Status	Where possible Equalities data for these groups will be collected and for any disadvantage highlighted mitigating action such as specific programming will be put in place and monitored	Andrea Keeble	From August 2021 with monthly monitoring

**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.**

The proposal is wholly positive

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

All pay and play users and gym members etc will be issued with a card that they will swipe on entry. Equalities data will be collected when the customer applies for the card and then reports can be generated for the equalities data the customer puts on the sign up form.

For group bookings (the bulk of the usage at New River) at the time of booking the hirer will be required to fill out an Equalities Monitoring Form for the group. This information will be aggregated and reviewed on a monthly basis along with the swipe generated information.

## **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.

**Report for:** Cabinet, March 2021

**Title:** Approval of the new Learning Disability Day Opportunities model following public consultation

**Report authorised by:** Charlotte Pomery, Assistant Director Commissioning

**Lead Officers:** Georgie Jones-Conaghan Lead Commissioner of Adult Learning Disability and Autism  
Sebastian Dacre, Commissioning Manager

**Ward(s) affected:** All

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

## **1. Describe the issue under consideration**

- 1.1 This paper presents for Cabinet's approval the findings of a consultation for a new model of learning disability day opportunities. The consultation received feedback from a wide range of stakeholders and this paper gives details of the feedback and any changes to the proposals resulting from the consultation.
- 1.2 The day opportunities proposals arose from months of co-production with a range of stakeholders. The proposals intend to respond to the need for more high-quality day service provision in the borough. They offer people who require highly skilled support access to two in-borough specialist hubs based at Ermine Road, for people with profound learning, physical and multiple disabilities; and Waltheof Gardens, for adults with complex autism and a learning disability.
- 1.3 The vision is to enable all adults with learning disabilities in Haringey to have meaningful day opportunities and person-centred support in their local community. Implementation of these new proposals, if agreed, will require some people's day opportunity provision to change to deliver this new offer.
- 1.4 Whilst the overall feedback from the consultation was in favour of the proposals, the process also highlighted some concerns that need to be addressed. These were mainly around proposal C (Independence Pathway) and this paper outlines how they will be mitigated in section 6.11. The Council remains committed to coproducing all of these proposals with users and families, particularly where concerns have been raised to ensure the proposals meet our residents' needs.

## **2. Cabinet Member Introduction**

- 2.1 I am delighted to share the outcome of this consultation process and to support implementation of proposals to continue to transform day opportunities in the borough for people with learning disabilities and or autism. After extensive co-

production, which included co-designing the consultation process itself, the proposals will continue to be shaped by users, carers and other stakeholders as they are implemented.

- 2.2** The proposals mark an important milestone in building an offer for autistic people without a learning disability, as part of the development of our emerging Autism Strategy.

### **3. Recommendations**

- 3.1** To consider and take into account the feedback from the consultation undertaken as set out at Paragraphs 6.10 and Appendix 2 of this report;

- 3.2** To consider and take into account the equalities impact assessment of the proposals on protected groups and action proposed to mitigate the impact as set out in Paragraphs 8.3 and Appendix 3; and

- 3.3** To approve the following new model for Learning Disability Day Opportunities to take effect from 1<sup>st</sup> April 2021:

- 3.3.1** In respect of Ermine Road

- a) Transforming Ermine Road to be a centre of excellence supporting people with severe to profound and multiple learning disabilities (PMLD), complex health needs, physical and/or sensory impairments.
- b) Decommissioning the autism support service at Ermine Road.
- c) Supporting those who attend Ermine Road who have low or moderate support needs to plan alternative, more community focused support during the day, based on their needs, interests, friendships and life goals.
- d) Creating greater capacity at Ermine Road.

- 3.3.2** In respect of Waltheof Gardens

- e) Creating a dedicated service for people with complex learning disabilities and autism.
- f) Creating an Autism Hub.

- 3.3.3** In respect of out of borough day opportunity users

- g) Bringing some of the out of borough day opportunity users back to borough.

### **4. Reasons for decision**

- 4.1** Users and carers have been consulted on Haringey's new learning disability and autism day opportunities offer. 360 users and families were directly notified about the consultation. 11% of those notified of the consultation returned a completed survey. 5.5% of those notified about the consultation attended a consultation meeting. 20% of those notified of the consultation were contacted by officers for a telephone discussion about the proposals.

- 4.2 The survey feedback from the consultation shows that 50% of responses across all the proposals think they are better than the current offer. 18% of all responses believe the proposals to be worse than the existing offer. Proposals A, B and D had over 50% stating that these proposals are better. 44% of respondents thought proposals C and E were better than current provision; with 25% of responses stating proposal C was worse, and 14% stating proposal E was worse than the current provision. A detailed breakdown of responses can be found in appendix 2.
- 4.3 Implementing the proposed service changes will enable Haringey Council to increase the in-borough capacity of day opportunities for people with a learning disability and or autism, particularly for those with very high needs who often have to travel out of borough to receive a similar service. They will provide more buildings for day opportunities and increase options for both specialist and mainstream/ universal support for people with a learning disability. Specifically, the proposals allow for autistic people with no learning disability to receive support in Haringey through the development of an Autism Hub, in line with the emerging all-age Autism Strategy.
- 4.4 All of the proposals will provide person-centred support. Stakeholders agreed that this will better meet individual needs and provides value for public money.
- 4.5 People who currently receive and require support will not lose their day support offer – and any changes to an individual’s support plan will follow a Care Act compliant strengths-based review by a social worker involving the individual and, wherever possible, their circle of support.
- 4.6 Compared with the current learning disabilities day opportunities the proposals will mean that the Council will be better able to:
- Achieve community inclusion, reduce social isolation and loneliness.
  - Maintain or develop existing social networks, community links and activities.
  - Provide flexible support that is well connected to community-based resources.
  - Provide breaks for carers.
  - Maintain and improve resident’s health and wellbeing.
  - Build capability for employment and stable accommodation.

## **5. Alternative options considered**

- 5.1 The alternative option for day opportunities is not to respond to the consultation but to keep things as they are. The ‘do nothing’ option is that services stay the same. This is not an option as it does not provide for future service users nor for some current day service users who struggle to find support in the borough. The results of the consultation validate this assumption hence creating consensus for change. The Council will continue to coproduce Haringey’s day opportunities offer with stakeholders, so they are fit for purpose and meet individual’s needs.

## **6. Background information**



- 6.1 A report went to cabinet on the 8<sup>th</sup> December 2020. Cabinet approved a consultation on the proposals for a new model of learning disability day opportunities. These proposals can be found in appendix 1 below.
- 6.2 The statutory consultation initially ran for a period of 6 weeks (excluding bank holidays) from 9<sup>th</sup> December 2020 to 22<sup>nd</sup> January 2021 with an extension of one week until 29<sup>th</sup> January 2021 to allow for late responses. The consultation was carried out in line with statutory guidance. The consultation process was advertised on the Council website and an online questionnaire was also available on the website.
- 6.3 The Council wrote to 360 residents with information and questionnaires about the new model and included a return address pre-paid envelope in which to send in a completed response. These were sent directly to existing service users' homes and to their carers where they did not live with them. They were also sent to potential future users of day opportunities, targeting some families in 'transition' to adult social care.
- 6.4 Council officers held six online consultation events in addition to the questionnaire. Five online group meetings were held by the Council via Microsoft Teams. An additional meeting run by a prominent carers group for people with Severe and Complex Autism and Learning Disability (SCALD) was held via Zoom. This was organised on behalf of the Council and SCALD by Public Voice CIC.
- 6.5 Officers directly contacted residents likely to be affected by the proposal in order to get feedback. This was via individual phone calls as not everyone was able to access the online meetings and there were restrictions during lockdown on holding public events or meeting in-person. The efforts outlined above tried to mitigate against the effect of both Covid-19 lockdown restrictions preventing face to face meetings and issues of digital exclusion which affect many carers and people with a learning disability.
- 6.6 Advocacy was also offered where required.
- 6.7 The consultation letter was shared with representatives from Special Educational Needs and Children's Disability Services and with the Chairs of Governors from Special Schools – Riverside, The Grove and The Vale – for onward distribution and to aid understanding about the council's intentions.
- 6.8 In response to the consultation the Council received 39 survey responses; 20 people attended one of the online meetings, and officers contacted a further 76 families who were unable to attend one of the meetings via telephone.
- 6.9 Overall, there were 135 contacts, but these were not all unique users. Some respondents wanted to respond to the consultation in more than one way, and some surveys were anonymous.



6.10 The survey was designed to capture both quantitative and qualitative responses. The meetings and telephone contacts allowed officers to capture more individual qualitative feedback. A summary of the responses to the proposals can be found below in appendix 2. The responses show that generally similar views were shared under each of the proposals in the surveys, meetings and phone calls. We found that the meetings and phone calls reflected the findings of the survey (apart from Proposal C – the Independence Pathway, where the survey response was more positive than the meetings or phone calls) and gave us a forum to have a deeper more insightful discussion about each proposal and how they could be implemented. The key themes below were explored further in the qualitative conversations but broadly mirrored the results of the survey.

### 6.11 **Key Themes and Issues raised by surveys, phone calls and meetings**

6.11.1 The consultation raised several key themes that will be considered before the proposals are implemented. Much of these came from the meetings and events where fuller discussions of the proposals were held. Co-production will remain at the heart of the model of day opportunities being put forward, as users and carers continue to be actively involved in how services are shaped and delivered going forward. Below outlines the key themes and issues raised. Officers are already working to develop the proposals to better meet our users and families' needs, in light of these concerns.

6.11.2 **Independence Pathway** Many of the concerns raised above relate directly to Proposal C. Council officers are reviewing plans for this proposal and intend to address and mitigate the concerns raised from the consultation. Plans include incorporating one or more building bases so users will still be able to access Winkfield and or Ermine Road or another place as a hub. Developing a coordinated staff team to support the group out in the community and at a hub. This will provide greater continuity of support, safeguard and monitor individual's support to ensure better community coordination. The Council will ensure that changes are focused on friendship groups and activities that are meaningful. We do not want any changes to unintentionally lead to isolation or poor outcomes for people. We will be working with stakeholders and affected families to co-design improvements to Proposal C - the Independence Pathway.

6.11.3 **The need for building based provision** Respondents reiterated the importance to them of buildings and the need for a base. Some respondents were under the impression that the changes meant that buildings would be closing when actually the opposite is the case with the changes leading to more building based day opportunity capacity being created in the borough.

6.11.4 **Good planning around the changes** All day opportunity users will have a Care Act review prior to any changes taking effect. These will be done in a person-centred way involving users, families and wherever possible their wider circle of support. This will also ensure that those who are unable to communicate verbally will still have their views communicated by those who

know them best and can advocate on their behalf. A transition period will be put in place arranged on an individual basis depending on what works best for them.

- 6.11.5 **Relationships** There is a fear of users falling into loneliness and depression if their service changes, particularly for those who will be affected by Proposal C -The Independence Pathway. Any changes to people's service will be carefully managed to value and maintain meaningful relationships. We know that for many people the most important outcome they derive from a day opportunity is friendship and reduced isolation so we will work with families and friendship groups to ensure that this does not happen.
- 6.11.6 **Safeguarding:** There was a concern about who would be overseeing the care worker(s) under the proposal for The Independence Pathway. If users do recruit a personal assistant to support them in the community it is important that they are involved in recruiting staff as relationships are key. For many families they will not want to take this on and responding to this feedback officers are looking to develop a coordinated and consistent team of staff for everyone who wants this. The Council will still be responsible for duty of care for every service user and safeguarding concerns can be raised with the Council's safeguarding team.
- 6.11.7 **Monitoring:** Carers queried stakeholders could monitor that the outcomes are being met within Proposal C, the Independence Pathway. Moving from coordinated support at a centre to the community could mean some people are not supported well and no-one picks up on it. The council are responding to these concerns and will be coproducing the new model.
- 6.11.8 **Co-designing day opportunities with users and families:** Involving service users and families in the changes is key to developing the model. The Council is committed to continuing to co-design the new model with all interested stakeholders. The consultation process identified more families interested in being part of future codesign.
- 6.11.9 **Capacity:** There were concerns around the capacity of building based autism support in the borough, but the changes will mean that this will be at least doubling existing provision. The new capacity will provide the opportunity for out of borough users to be supported in the borough and for new users coming through transition to access the service.
- 6.11.10 **The Care Act:** Any changes that take place will be done in accordance with the requirements of the Care Act and the Care and Support Statutory Guidance.
- 6.11.11 **Transportation:** A number of respondents were concerned about continuing to be picked up by a white minibus. The Council will be working with service users and families to ensure that the most suitable transport option is considered when planning the new model but with an emphasis on increasing independence and not over prescribing support.

- 4.1.1 Overall, the feedback from the consultation was generally positive and the Council should proceed in delivering the changes. The consultation has been a helpful exercise and the Council will continue to codesign the new model with service users, their families and other stakeholders. The proposals will be implemented in a Care Act compliant and person-centred manner. Everyone impacted will have an individual transition plan. The Council is really excited to continue to work with people on Haringey's new day opportunities model and pleased that more people have shown interest in future codesign of the new model through our engagement during the consultation.

## **7 Contribution to strategic outcomes**

- 7.1 These proposals will contribute to the Borough Plan Priority 2 – People: All adults are able to live healthy and fulfilling lives, with dignity, staying active and connected in their communities. The proposals aim to provide in-borough specialist and targeted support for people with a learning disability and their families, as per the Haringey Care Cone. The proposal will also make better use of universal services for our residents with a learning disability. This is supporting people in the most appropriate and least restrictive way and maximising their independence, and therefore aligned with the Borough Plan 2019-23.
- 7.2 For the first time, the borough will have autism services for autistic adults without a learning disability in place through these proposals. This is in line with the emerging Autism Strategy which is being co-produced with local residents of all ages and covers a range of areas including pre and post diagnostic support, the diagnostic pathway, support to family and carers and building an autism friendly borough.

## **8 Statutory Officers comments (Chief Finance Officer, Procurement, Assistant Director of Corporate Governance, Equalities).**

### **8.1 Finance**

- 8.1.1 This report seeks to implement new proposals for day opportunities for adults with learning disabilities and/or autism to provide more suitable services for this cohort of individuals, improve cost efficiency and sustainability, and reduce avoidable costs. The proposals will contribute towards the committed MTFS savings programme and more specifically they will support the delivery of £634k savings over the medium-term period.

### **8.2 Procurement**

- 8.2.1 The recommendation does not identify any Procurement issues

### **8.3 Assistant Director of Corporate Governance**

- 8.3.1 Cabinet is being asked to make a decision on the proposed new model for day opportunities provision for adults with learning disabilities in the borough. There is a common law duty on the Council to consult with service users, carers, and other stakeholders that are likely to be affected by these

proposals. The consultation must take place at a time when the proposals are still at their formative stages. The Council must provide the consultees with sufficient information to enable them properly to understand the proposals being consulted upon and to express a view in relation to it. The information must be clear, concise, accurate and must not be misleading. The consultees must be given adequate time to consider the proposals and to respond. The report at Paragraphs 6.2-6.8 and Appendix 1 sets out how the Council has discharged this common law duty.

- 8.3.2 The Council must give genuine and conscientious consideration to the responses received from the consultees during the consultation before making its final decision on the proposals. The report at Paragraphs 6.9-6.10 and Appendix 2 sets out the responses from services users, carers and other stakeholders.
- 8.3.3 As part of its decision making process, the Council must have “due regard” to its equalities duties. Under Section 149 Equality Act 2010, the Council in exercise of its adult care and support functions, must have “due regard” to the need to eliminate unlawful discrimination, advance equality of opportunity between persons who share a protected characteristic and those who do not, foster good relations between persons who share a relevant protected characteristic and persons who do not share it in order to tackle prejudice and promote understanding. The protected characteristics are age, gender reassignment, disability, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The Council is required to give serious, substantive and advance consideration of the what (if any) the proposals would have on the protected group and what mitigating factors can be put in place. This exercise must be carried out with rigour and an open mind and should not be a mere form of box ticking. These are mandatory consideration. In line with its equalities duties, the Council have undertaken an Equality Impact Assessments (EQIA) of the proposals on the protected groups and are set out in Appendix 3 and Paragraphs 8.3 of the report together with the steps to mitigate the impact of the proposals.
- 8.3.4 The implementation of the changes proposed must be done in accordance with the Council duties under the Care Act 2014 and the Care and Support Statutory Guidance.
- 8.3.5 The responses to the consultation, the EQIA of the proposals and the steps being taken to mitigate the impact and the general duties of the Council under the Care Act and the Statutory Guidance to make provision to meet the care and supports needs of those affected, all must be considered before Cabinet makes its decision on the proposals.

## **8.4 Equalities**

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

- 8.4.2 Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- 8.4.3 Advance equality of opportunity between people who share those protected characteristics and people who do not
- 8.4.4 Foster good relations between people who share those characteristics and people who do not.
- 8.4.5 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.
- 8.4.6 The proposed decision is to approve the new Learning Disability day opportunities model which will change the delivery of day opportunities for adults with learning disabilities, and/or autism in Haringey and will take effect from 1st April 2021. Those in receipt of the service include individuals with protected characteristics, notably all service users have profound learning, physical and multiple disabilities; or behavioural challenges that impact their day-to-day activities.
- 8.4.7 The proposed decision will affect people who access the Learning Disability day opportunities in Haringey, among whom older people, men, Black and Asian minority ethnic people, and people with long-term health conditions are overrepresented. It follows that older residents and those with long-term health conditions and/or disabilities will be the primary beneficiaries of the decision. The decision represents a course of action to meet the needs of these groups where they are different from the needs of other groups, and thereby helps to advance equality of opportunity. Moreover, men and Black and Asian minority ethnic residents are overrepresented among Learning Disability day opportunities service users in Haringey, and so it is likely that these groups will be positively impacted by the decision.
- 8.4.8 The objective of this proposed decision is to maintain and improve health for both users and carers. It is expected that all adults with learning disabilities in Haringey will have meaningful day opportunities and person-centred support in their local community. This will lead to a more learning disability friendly community in Haringey. Similarly, the proposed changes to the delivery of day opportunities for adults with learning disabilities and/or autism, will ensure that service users still get day support in a range of ways and that carers, among whom women are overrepresented, get a break.
- 8.4.9 It is recognised that in some cases this measure may result in a change to someone's existing service, as some of the changes will mean people receive a different service or a similar service in a different setting, and therefore the consultation may cause anxiety for those with a learning disability and/or autism. However, the equality impact assessment noted that to mitigate this potential negative impact, the service will communicate the findings of the

consultation with all stakeholders and are co-producing all of these proposals with users and families, particularly where concerns have been raised.

- 8.4.10 Public consultations with stakeholders were carried out between 9th December 2020 and 19th January 2021 which were carried out to be inclusive of all protected groups, and steps such as translations of written materials and in 'easy read' formats were taken to ensure accessibility. Due to Covid19 guidance, the meetings with families were held virtually so all service users could be heard. The consultations ascertained that such proposals -which provides meaningful day opportunities and person-centred support in their local community- is the preference for these groups.
- 8.4.11 The Council will take steps to collect demographic data on service users to identify any inequalities in service provision that may arise and to inform future equalities analysis.

## **9 Use of Appendices**

- 9.1 Appendix 1: Proposal for Consultation  
9.2 Appendix 2: Consultation Responses  
9.3 Appendix 3: Equalities Impact Assessment

## **10 Local Government (Access to Information) Act 1995**



## Appendix 1

### The proposal for consultation: Ermine Road

**Proposal A: Transforming Ermine Road to be a centre of excellence supporting people with severe to profound and multiple learning disabilities (PMLD), complex health needs, physical and/or sensory impairments.** There is a large cohort of people at Ermine Road who have PMLD or a learning disability with health needs. The proposal is to develop the whole provision so that it offers a high quality, specialist service, for this cohort only. This service will have greater input from health and more targeted activities and support but will not offer support to people with complex learning disabilities and autism.

**Proposal B - Decommissioning the autism support service at Ermine Road.**

These service users will be assessed individually by a social worker involving their families and circle of support. Many may be best supported at Ermine Road day service, but some with more complex support needs will be offered a place at the new highly specialised autism day service, the Haringey Opportunities Project (or an alternative placement chosen by the user and family). Currently ten people attend this service and will be in scope for an individual review.

**Proposal C - Supporting those who attend Ermine Road who have low or moderate support needs to plan alternative, more community focused support during the day, based on their needs, interests, friendships and life goals.** This will be termed 'the Ermine move-on project' and is expected to include about 30-35 people in scope. If agreed we hope that individual support planning by Vibrance, a voluntary sector provider with a lot of experience in supporting people to realise their full potential, will enable this cohort to have person-centred day opportunities. They will explore employment, volunteering opportunities, making use of community assets, existing friendship groups, peer support where appropriate, attending drop-in sessions at Ermine and Winkfield centres, using direct payments and/or recruiting personal assistants, referring people for travel training and other positive outcomes to help support individuals to greater independence. Support will be recommissioned for this group as whilst they may be quite able and independent, we know this group are also vulnerable in the community and susceptible to feeling very isolated, or subject to hate crime etc.

**Creating greater capacity at Ermine Road.** The proposals will increase capacity at this service so we can offer day provision for young people coming from Special Educational Needs (SEN) colleges, and those who are currently attending out of borough provision with PMLD or severe learning disabilities and health needs.

These proposals have arisen from working with a range of stakeholders to respond to the need for more high-quality day service provision in the borough and for safe and flexible services in line with government guidance during the Covid19 pandemic.

**The proposal for consultation: Waltheof Gardens**

**Proposal D - Creating a dedicated service for people with complex learning disabilities and autism** Users will receive a service at the Haringey Opportunities Project, named by stakeholders, which is being established on the refurbished Waltheof Gardens site from January 2021. It is expected that the building can support approximately 30 service users per day, but the service will also operate in the community, so this service could support more people per day depending on their individual support plan. This will be dedicated for complex autism and learning disability service users and will not offer provision for PMLD.

**Creating an Autism Hub.** Autistic residents who are able to live quite independently, but may require some support to find employment, to reduce isolation, to help them feel empowered or to support them to achieve their own goals will be supported by the new autism hub, which is currently mobilising on the Waltheof Gardens site. This service has been named by autism stakeholders #ActuallyHaringey.

These proposals have arisen from working with a range of stakeholders to respond to the need for more high-quality day service provision in the borough and for safe and flexible services in line with government guidance during the Covid19 pandemic.

**The proposal for consultation: out of borough day opportunity users**

**Proposal E - Bringing some of our out of borough day opportunity users back to borough.** There are approximately 25 people who attend specialist day opportunities out of borough who we think could benefit from the new PMLD service at Ermine Road, or the Haringey Opportunities Project in-borough (depending on their needs). We would like to offer some of these people a place at these new in-borough services depending on the outcome of a social worker review. Commissioning these new services needs to be cost effective for the council and spending money on out of borough provision with quality that is not within our control, when we have provided new specialist capacity may not be a good use of our resources. This will be explored in a person-centred way reviewing the individual and seeking insight from their family.

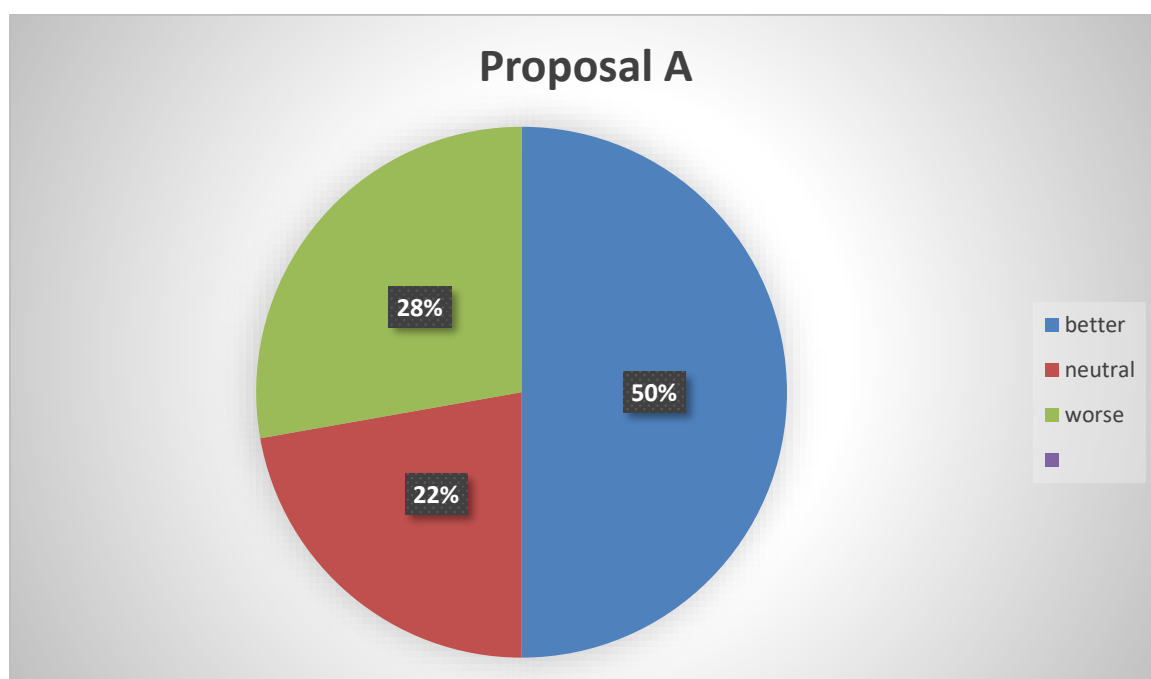


## Appendix 2 Consultation Responses

The response to the proposals were as follows:

### **Proposal A – Transforming Ermine Road to be a centre of excellence supporting people with severe to profound and multiple learning disabilities (PMLD), complex health needs, physical and/or sensory impairments.**

- Our proposal is to establish a dedicated centre of excellence for people with profound and multiple learning disabilities.
- This centre will enable people with profound and multiple learning disability to access a range of support including maintaining and improving health, learning and 'enterprise' opportunities, sensory stimulation and storytelling, intensive interaction, specialist communication and much more.
- Ermine Road has the infrastructure and the staffing team in place to meet this need.
- There is a large cohort of people already using Ermine Road who have severe learning and physical/ health needs currently.
- Our proposal is to continue developing the service with greater support from health.
- And increase the capacity for younger people coming through transitions and for those who are going out of borough at the moment.

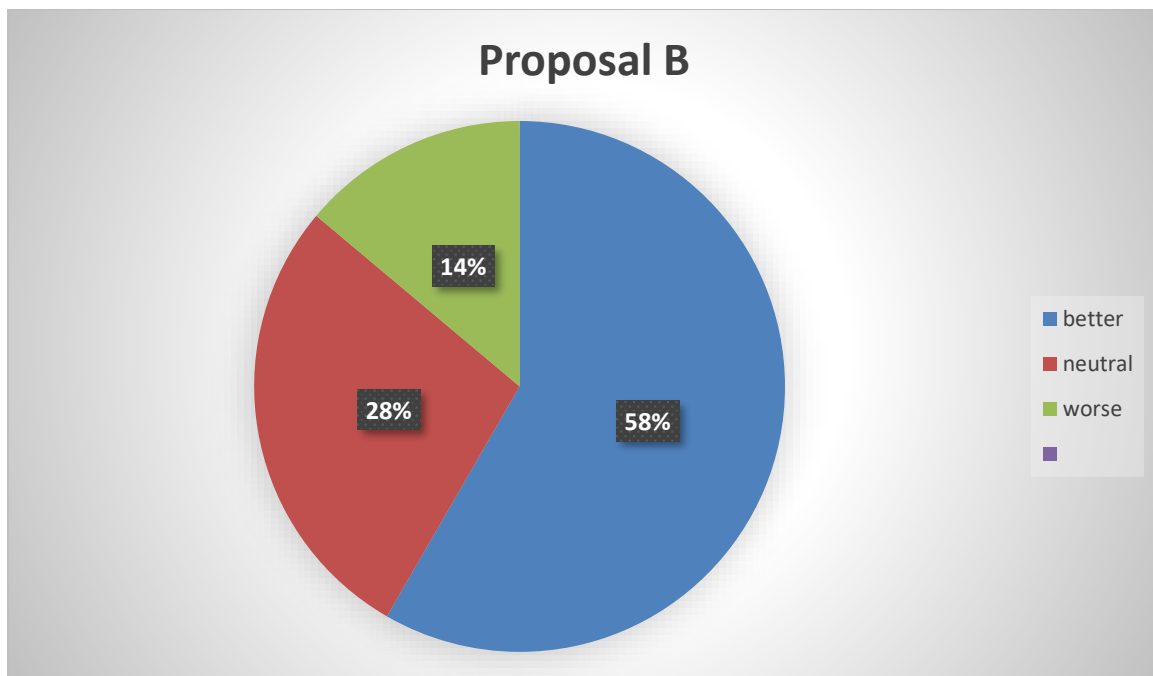


The survey response showed that 50% thought that the proposal A was better than the current model. 22% were neutral and 28% felt that proposal A would be worse. Half of respondents were in favour of the change. Nearly twice as many people were in favour of this change as against it. Comments from families from the surveys and phone calls include:

- This will be good for people with a Profound and Multiple Learning Disability (PMLD), but not necessarily so good for those currently using Ermine Road who have a Mild/Moderate Learning Disability.
- More beneficial to get more intense support to support his health & wellbeing needs
- Appears to exclude my daughter as she does not fit the criteria
- I would hope that activities could be provided suitable for those with more profound disabilities e.g., sensory art, fun drama & music
- I don't want anything to change. I want it to stay the same.
- Sounds good. want to do more in the community , my son really likes walking, and used to go swimming and cycling but doesn't anymore which is a shame.
- Loves Ermine Road, daughter is happy, and M takes her to the centre twice a week.
- Sister has cerebral palsy, has spine problem- good to have access to physio/ postural support. exercise and moving hands and doing sign language.
- Cautious as want to see what changes this means for the centre and what they are going to do. But sounds OK and think things could improve.

#### **Proposal B - Decommissioning the autism support service at Ermine Road**

- Our proposal is to decommission the Autism Support Service at Ermine Road and assess each user on an individual basis to see if they want to continue to be supported by the main Ermine Road Day Service. Or if they have complex autism and behaviours that can be described as challenging, to offer the new specialist positive behaviour support service at Waltheof Gardens which can better meet their needs (or an alternative day opportunity of the family's choosing).
- Our proposal will ensure that the whole of the new Ermine Hub is a safer environment for people with PMLD.
- Our proposal will ensure that people with complex autism and behaviours that challenge will have the offer of having their needs better met in a service with highly skilled staff providing positive behaviour support at the new Haringey Opportunities Project.
- Our proposal will increase the amount of in-borough building based support for adults with learning disabilities and autism.



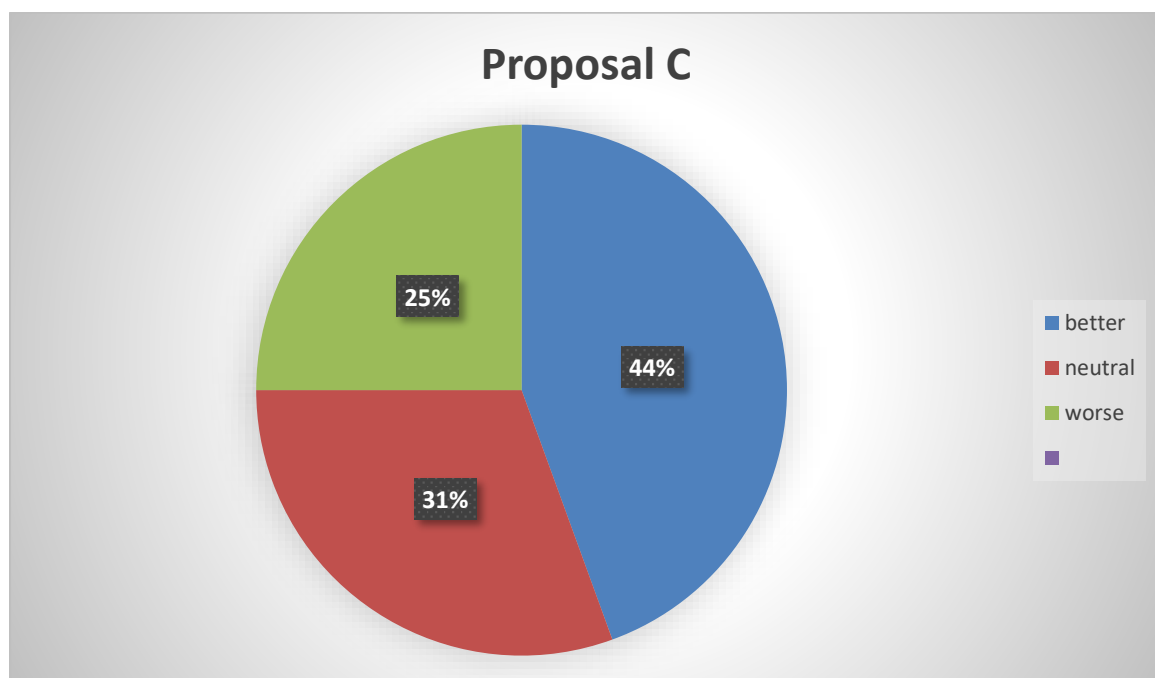
The survey response showed that 58% thought that the proposal B was better than the current model. 28% were neutral and 14% felt that proposal B would be worse.

Nearly 3/5 of respondents thought this proposal would make a better service. Over four times as many respondents were in favour as against Proposal B. The comments below however appear to show some of the worries from people that may be affected by the closure of the autism service at Ermine road. Many others' responses were more positive but potentially less likely to be directly impacted by the closure. Comments from families from the surveys and phone calls include:

- I feel Proposal B is concentrated on shutting down an existing model (Ermine Road) without reviewing if it can be improved. Words like decommission in this current climate is very negative (create employment save jobs)
- The extra assessment on an individual basis will allow for more personalised experience. Allow for potential better support for those with autism as autism is quite a special disability.
- It's great to have a building based purposely for people with autism, learning difficulties and challenging behaviours
- Sounds ok the new service. I will happily have a look at the new service. "
- Don't like it as feel our children have moved around enough from Ermine to Roundway then back to Ermine and now another change. Sometimes amount of planning can prepare them for the changes.
- Changes again and routines being broken. New staff will cause behaviours that challenge, and this has impacts at home.
- I want BB to stay at Ermine he knows the staff, he doesn't do change well. His behaviour has been very erratic this year, I didn't want people in the house because of Covid.

**Proposal C - Supporting those who attend Ermine Road who have low or moderate support needs to plan alternative, more community focused support during the day, based on their needs, interests, friendships and life goals: The Independence Pathway**

- Our proposal is to grow our independence pathway for people who are able to be more independent. We want to encourage those who attend Ermine Road who have low or moderate support needs to plan alternative, more community focused support during the day, based on their needs, interests, friendships and life goals.
- Haringey is committed to providing more support for people in the community, so they are able to live more independent and fulfilling lives. The new Autism Hub #ActuallyHaringey is part of this offer. And we will be developing volunteering and employment opportunities along with other targeted and skills based support such as travel training and life skills.
- We want to commission an independent support planner to help design person-centred day opportunities for able people at Ermine Road. They will explore with the individual and their circle of support; employment, volunteering opportunities, making use of community assets, existing friendship groups, attending drop-in sessions at Ermine and Winkfield centres, use of Shared Lives for day support, using direct payments and/or personal budgets, referring people for travel training and other positive outcomes to help support individuals to greater independence.
- Support will be recommissioned for this group as whilst they may be quite able and independent, we know this group are also vulnerable in the community.
- It is likely able-people who attend Ermine Road now will have changes to their day opportunities following the support planning process.

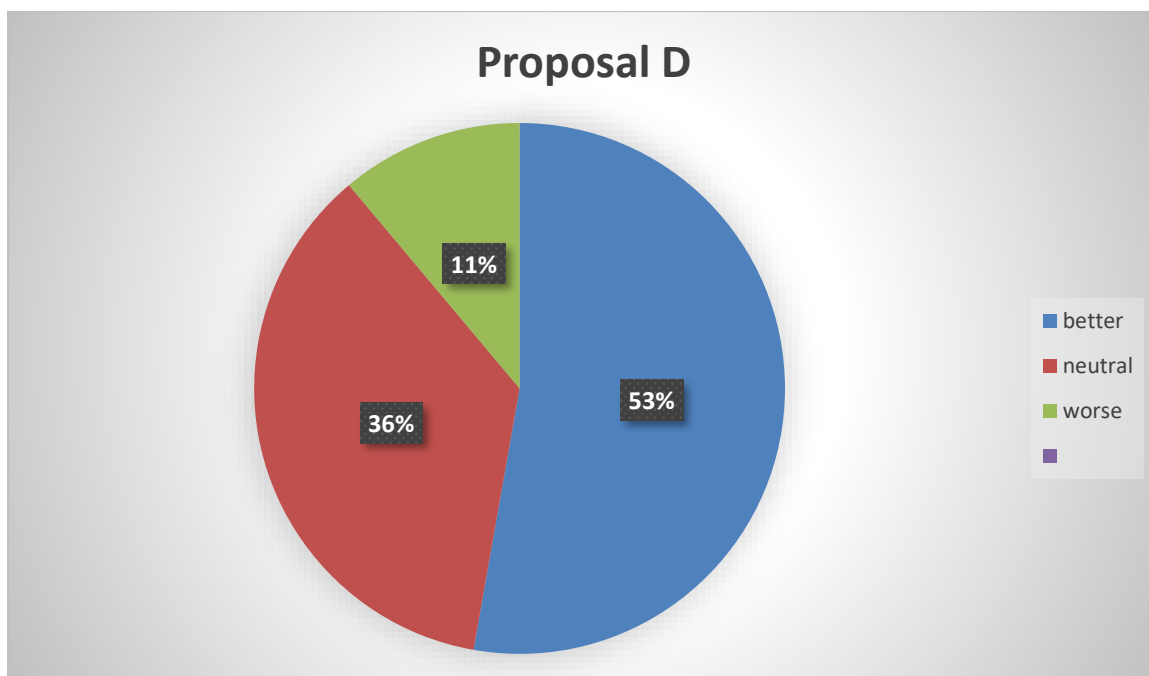


The survey response showed that 44% thought that the proposal C was better than the current model. 31% were neutral and 25% felt that proposal C would be worse. Slightly less than twice as many respondents thought this would be better than the existing day opportunities model. A quarter of respondents felt this proposal would be for the worse. This was the most negative score out of all the proposals. This was the one proposal where there was a difference between the consultation survey and the group and individual discussions. There were a number of concerns and anxieties about this proposal which we have outlined below in 6.13 and we are working with users and families to address these. This proposal will change as a result of the consultation. Comments from the surveys and phone calls include:

- I am not sure how service users can make friends in the community if they are not using the day opportunities in the day centre.
- This sounds a good idea providing that the service users and carers are consulted. The most important aspect of day care for most of these people is meeting their friends.
- I feel Proposal C is very positive for the following reasons - Pathway plan to focus on the service user's needs - employment, volunteering and training needs are met - Keeping and improving an existing model (Ermine Road)
- The people with low or moderate needs would also need a building based where they can access the activities.
- Sounds OK but worried it won't work for my sister. She really likes her routine and life centres around the Centre (Ermine Road). But currently she's not going to the centre (due to Covid) and getting support in the community which is keeping her well.. so, it may work?
- Nothing to like, too many changes all the time.
- It will be difficult for V to adjust to a new way of life.
- I like a base; we don't want someone coming to get him and going out

#### **Proposal D - Haringey Opportunities Project – Creating a complex Autism and Learning Disability Service and Autism Hub**

- The Council is opening a new service with Centre 404 that will provide a dedicated positive behavioural support day service within an autism friendly building. The building will have capacity for 30 users per day, with additional capacity in the community.
- The building will provide a safe and dedicated space for service users, and the service will also use and provide support in the community.
- Our proposal would mean that several service users currently going out of borough for a day service, and some people with complex needs and autism currently attending the autism service at Ermine Road would access this new service at Waltheof Gardens, following a review by a social worker.

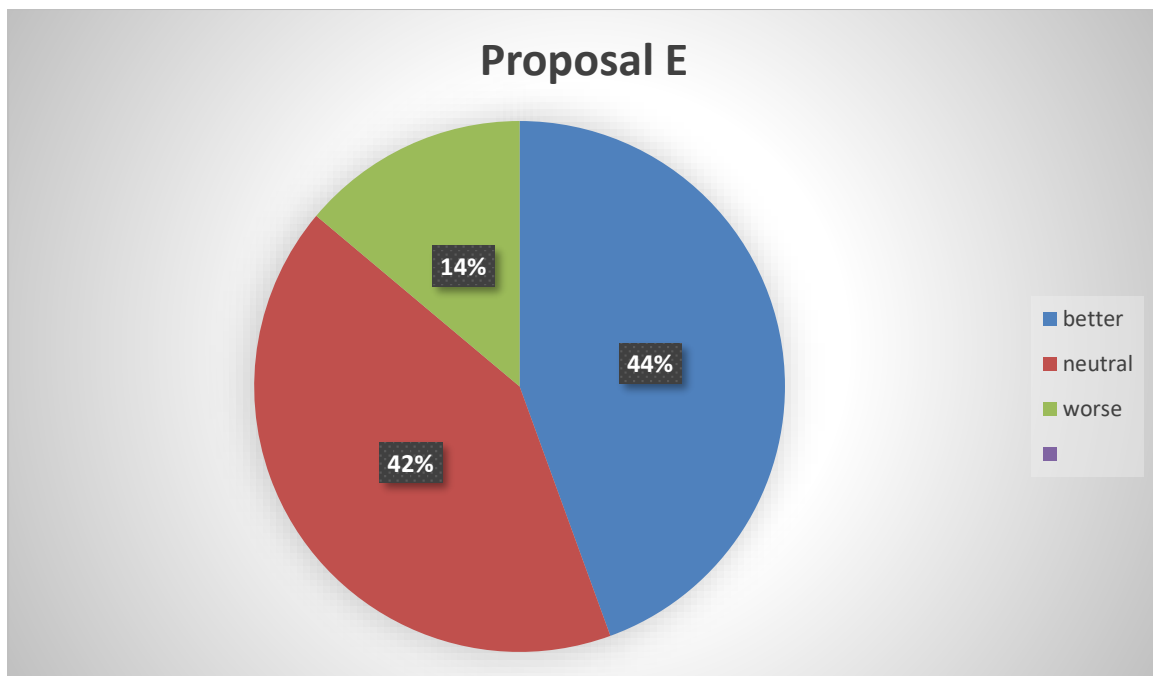


The survey response showed that 53% thought that proposal D was better than the current model. 36% were neutral and 11% felt that proposal D would be worse. There were nearly 5 times as many respondents in favour of the proposal as against it. Comments from the surveys and phone calls include:

- This looks like a very good new service.
- I am concerned about the capacity at the new service which seems limited.
- It is a great idea to have this service for people with complex needs, but I feel that people with complex needs and autism currently attending service at Ermine Road should continue attending Ermine Road as that place was done purposely for them
- It's about time we have a day centre for people with autism.
- That there is somewhere to have a base but be able to go out and do what user enjoys. That it should have skilled staff to best support the needs of Autistic people with behaviours that can challenge
- There needs to be a proper transition and getting to know staff working with user to build trust and ensure staff match the needs of the users. If C404 do not have their own transport will this limit opportunities?

**Proposal E - Bringing some of our out of borough day opportunity users back to receive services in Haringey.**

- There are a small cohort of people who attend specialist day opportunities out of borough who we think could benefit from the new PMLD service at Ermine Road, or the Haringey Opportunities Project in-borough.
- We would like to offer some of these people a place at these new in-borough services depending on the outcome of a social worker review.



The survey response showed that 44% thought that the proposal E was better than the current model. 42% were neutral and 14% felt that proposal E would be worse. Over three times as many respondents thought that proposal E would be better compared to the number of respondents who thought it was worse. Two out of five respondents were neutral on this proposal which was the most for all the proposals. Comments from the surveys and phone calls include:

- It would be good for people with PMLD to be able to access a good local service.
- Why do you want to bring them out from the day centre that they are happy attending? Remember there are more older children coming up and they will need day centres.
- Good that people can hopefully receive services in the borough they live and near the families.
- If this does not affect my son's potential access to day Centre opportunities then I feel it is a supportive offer to those living outside of the borough which could help families who live with PMLD adults. On this basis I remain neutral in my thoughts of this proposal.
- I was hoping for my daughter to come back in Borough but am now not sure with all these changes going to take place.
- Beneficial to users to be near families.
- individuals that want to return to services within the borough should be able too, however the decision to return to the borough for day opportunities should be the individual choice, not the social worker. Individuals that are unable to communicate their wishes should have full access to support or advocacy to ensure their views and wishes are at the centre of any day opportunities plan.

This page is intentionally left blank



## **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.

<b>1. Responsibility for the Equality Impact Assessment</b>	
<b>Name of proposal</b>	Approval of the new LD Day Opportunities model following public consultation
<b>Service area</b>	Learning Disabilities
<b>Officer completing assessment</b>	Sebastian Dacre
<b>Equalities/ HR Advisor</b>	Melissa Nalubwama-Mukasa
<b>Cabinet meeting date (if applicable)</b>	9 <sup>th</sup> March 2021
<b>Director/Assistant Director</b>	Charlotte Pomery

## 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*

Following a public consultation with stakeholders carried out between 9<sup>th</sup> December 2020 and 19<sup>th</sup> January 2021 the proposals for a new model of delivering day opportunities will be going to March 2021 Cabinet to seek approval to implement the proposals.

The consultation asked respondents their views on proposals A-E:

- Proposal A: Turn Ermine Road into a specialist hub for people with profound learning, physical and multiple disabilities.
- Proposal B: Decommission the autism support service at Ermine Road
- Proposal C: Develop an independence pathway
- Proposal D: Following a review for some autistic service users currently attending Ermine Road or out of borough placements to move to the new provision at Waltheof Gardens
- Proposal E: Bring some of those receiving specialist day opportunities back in the borough

The consultation feedback was generally in favour of the new day opportunity proposals. (See section 4b below)

### **What will this mean:**

These proposals will mean that adults with learning disabilities who do not have profound learning, physical and multiple disabilities who currently attend Ermine Road may have their day opportunities delivered differently.

Those receiving specialist day opportunities out-of-borough and have either a profound learning, physical and multiple disabilities or autism may have their day opportunities delivered in the borough at one of the new specialist services.

### **Key Stakeholders**

- Current service Users of learning disabilities day opportunities provision
- Carers of current service user of learning disabilities day opportunities
- Future users and their carers of learning disabilities day opportunities provision

## 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 Needs assessment: adults and children with Autism. Public Health. Haringey Council 2017  PANSI Projecting Adult Needs and Service Information  Mosaic Data Haringey GLA 2017 projections  Carers First Data	N/A
Gender Reassignment	Current data on service users does not breakdown by gender reassignment.	N/A
Age	Haringey Needs assessment: adults and children with Autism. Public Health. Haringey Council 2017  PANSI Projecting Adult Needs and Service Information  Mosaic Data Haringey GLA 2017 projections	N/A
Disability	Stakeholder engagement through the ASC redesign group and the Joint Adults Partnership Board Reference Groups.  Haringey Needs assessment: adults and children with Autism. Public Health. Haringey Council 2017  PANSI Projecting Adult Needs and Service Information	N/A
Race & Ethnicity	Mosaic data Haringey GLA 2017 projections	N/A
Sexual Orientation	Current data on service users does not breakdown by sexual orientation.	N/A
Religion or Belief (or No Belief)	Current data on service users does not breakdown by religion or belief.	N/A
Pregnancy & Maternity	Current data on service users does not breakdown by pregnancy & maternity.	N/A
Marriage and Civil Partnership	Current data on service users does not breakdown by marriage and Civil Partnership.	N/A

**Outline the key findings of your data analysis. Which groups are disproportionately affected by the proposal? How does this compare with the impact on wider service users and/or the borough's demographic profile? Have any inequalities been identified?**

*Explain how you will overcome this within the proposal.*

*Further information on how to do data analysis can be found in the guidance.*

The key source of the data is from PANSI (Projecting Adult Needs and Service Information), Mosaic (the adult social care database) and 2011 Borough Census, details of which are detailed below.

The key findings for Haringey are:

### Sex

- From the Census, the data shows that there are slightly more female residents than male residents in Haringey, with a 51/49 split;
- Mosaic data shows that there are disproportionately more males with a learning disability than females compared with the general population.
- Mosaic data shows that there are more males with a learning disability than females currently receiving services with a 56/44 percentage split.
- PANSI data shows that there are approximately 10 times as many working-aged male adults with autism than working-aged female adults.
- Carers First Data shows that the majority of carers are female (75%)

### Mosaic Data

	LD	ASC	GLA
Male	56%	48%	51%
Female	44%	52%	49%

### PANSI Projections

Autistic spectrum disorders by gender	2019	2020	2025	2030	2035
<input type="button" value="Show all people"/> <input type="button" value="Show all people"/>					
Males aged 18-24 predicted to have autistic spectrum disorders	216	212	211	225	232
Males aged 25-34 predicted to have autistic spectrum disorders	506	504	486	468	481
Males aged 35-44 predicted to have autistic spectrum disorders	479	488	506	497	479
Males aged 45-54 predicted to have autistic spectrum disorders	347	351	382	421	439
Males aged 55-64 predicted to have autistic spectrum disorders	220	232	274	297	320
<b>Total males aged 18-64 predicted to have autistic spectrum disorders</b>	<b>1,768</b>	<b>1,787</b>	<b>1,858</b>	<b>1,908</b>	<b>1,951</b>
Females aged 18-24 predicted to have autistic spectrum disorders	22	22	22	24	25

Females aged 25-34 predicted to have autistic spectrum disorders	52	51	49	47	48
Females aged 35-44 predicted to have autistic spectrum disorders	47	47	48	46	44
Females aged 45-54 predicted to have autistic spectrum disorders	37	37	38	40	41
Females aged 55-64 predicted to have autistic spectrum disorders	28	29	32	33	34
<b>Total females aged 18-64 predicted to have autistic spectrum disorders</b>	<b>186</b>	<b>187</b>	<b>189</b>	<b>190</b>	<b>192</b>

### Gender Reassignment

- Data for adults with learning disabilities, autism does not break down by gender reassignment. There is no data to suggest that this protected characteristic group would be disproportionately negatively impacted by this proposal, however if this changes we will investigate further to address any negative impact.
- During the consultation, no stakeholder identified as transgender.

### Age

- Pansi data for those with severe LD - 17% are aged 18-24, 28% between ages 25-34, 29% between ages 35 -44 15% between ages 45-54 and 11% between ages 55-64.

### Mosaic Data

	LD		ASC		Haringey Equalities profile
18 -64	91%	18-20	2%	0-4	7.1%
65+	9%	21-24	3%	5-9	6.2%
		25-29	4%	10-14	6.0%
		30-44	12%	15-19	5.6%
		45-59	20%	20-24	7.4%
		60-64	7%	25-29	11.0%
		65-74	12%	30-34	11.2%
		75-84	18%	35-39	8.9%
		85-90	11%	40-44	7.9%
		90+	9%	45-49	6.9%
				50-54	5.3%
				55-59	4.2%
				60-64	3.6%
				65-69	2.6%
				70-74	2.3%
				75-79	1.8%
				80-84	1.1%
				85-89	0.6%
				90-94	0.3%

				95-100	0.1%
PANSI Data					
<b>LD - Severe</b>					
People aged 18-64 predicted to have a severe learning disability, and hence likely to be in receipt of services, by age, projected to 2035					
					Show next five years
					Show next five years
	2019	2020	2025	2030	2035
People aged 18-24 predicted to have a severe learning disability	48	48	48	52	53
People aged 25-34 predicted to have a severe learning disability	81	80	77	74	76
People aged 35-44 predicted to have a severe learning disability	83	85	87	85	82
People aged 45-54 predicted to have a severe learning disability	44	45	48	53	54
People aged 55-64 predicted to have a severe learning disability	30	31	36	38	40
<b>Total population aged 18-64 predicted to have a severe learning disability</b>	<b>287</b>	<b>289</b>	<b>296</b>	<b>301</b>	<b>306</b>
<b>Disability</b> <ul style="list-style-type: none"> <li>Census - An estimated 5,700 Haringey residents aged 14 and over are estimated to have a learning disability, and around 2,100 residents are estimated to have autism.</li> <li>The new proposals would increase local services for adults with learning disabilities.</li> </ul>					
<b>Race and Ethnicity</b> <ul style="list-style-type: none"> <li>Black / African / Caribbean / Black British are disproportionately over-represented receiving an LD service (36%) compared to the general population (18.7%).</li> <li>White are disproportionately under-represented (47%) compared to the general population.</li> </ul>					
Mosaic Data					
	LD	ASC	Haringey Equalities Profile		

Asian / Asian British	8%	7%	9.5%
Black / African / Caribbean / Black British	36%	34%	18.7%
Mixed / multiple	3%	2%	6.5%
No data	1%	6%	0%
Other Ethnic Group	5%	4%	4.8%
White	47%	46%	60.4%

This proposal will have a positive impact on current and future service users of Day opportunities and their families. This will provide day opportunities to support service users to access a range of activities and specialist support in their community. This will support service users and their families to lead a normal and valued life in the community.

#### **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

A public consultation on the proposals for a new delivery model for day opportunities for adults with learning disabilities with stakeholders was carried out between 9<sup>th</sup> December 2020 and 29<sup>th</sup> January 2021 (including a one-week extension to allow for late feedback)

360 current and future users and their families and carers were directly written to. The letter included information about the proposals as well as a survey. An easy read version of this was also provided.

11% of those notified of the consultation returned a completed survey. 5.5% of those notified about the consultation attended a consultation meeting. 20% of those notified of the consultation were contacted by officers.

Due to Covid 19 the Council was unable to hold meetings in person and instead six online meetings were held; five by the Council via Microsoft Teams and a further meeting held by Public Voice CIC on behalf of the Council via Zoom. Council officers attended all these meetings.

76 other residents were contacted individually by the Council.

Overall, there were 135 contacts but these were not all unique users. Some respondents wanted to feedback in more than one way and some surveys were anonymous.

#### **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?*

#### Proposal A – Ermine Road Profound and Multiple Learning Disability Service

- The survey response showed that 50% thought that the proposal A was better than the current model. 22% were neutral and 28% felt that proposal A would be worse.
- Half of respondents were in favour of the change.
- Nearly twice as many people were in favour of this change as against it.

#### Proposal B - Decommissioning the autism support service

- The survey response showed that 58% thought that the proposal B was better than the current model. 28% were neutral and 14% felt that proposal B would be worse.
- Nearly 3/5 of respondents thought this proposal would make a better service. Over 4 times as many respondents were in favour as against Proposal B. The comments below however appear to show some of the worries from people that may be affected by the closure of the autism service at Ermine road. Many others' responses were more positive but potentially less likely to be directly impacted by the closure.

#### Proposal C - Independence Pathway

- The survey response showed that 44% thought that the proposal C was better than the current model. 31% were neutral and 25% felt that proposal C would be worse.
- Slightly less than twice as many respondents thought this would be better than the existing day opportunities model. A quarter of respondents felt this proposal would be for the worse. This was the most negative score out of all the proposals. There were a number of concerns and anxieties about this proposal and we are working with users and families to address these.

#### Proposal D - Haringey Opportunities Project - Complex Autism and Learning Disability Hub

- The survey response showed that 53% thought that the proposal D was better than the current model. 36% were neutral and 11% felt that proposal D would be worse.
- There were nearly 5 times as many respondents in favour of the proposal as against it.

#### Proposal E - Out of Borough Users

- The survey response showed that 44% thought that the proposal E was better than the current model. 42% were neutral and 14% felt that proposal E would be worse.



- Over 3 times as many respondents thought that proposal E would be better compared to the number of respondents who thought it was worse. Two out of five respondents were neutral on this proposal which was the most for all the proposals.

#### **Key themes to reflect on and/ or reassure families from the consultation:**

- **The need for building based provision** Respondents reiterated again and again the importance to them of buildings and the need for a base. Some respondents were under the impression that the changes meant that building would be closing when actually the opposite is the case with the changes leading to more building-based day opportunity capacity being created in the borough.
- **Good planning around the changes** All day opportunities users will have a Care Act review prior to any changes taking effect. These will be done in a person-centred way involving users, families and wherever possible their wider circle of support. This will also ensure that those who are unable to communicate verbally will still have their views communicated by those who know them best and can advocate on their behalf. A transition period will be put in place arranged on an individual basis depending on what works best for them.
- **Relationships** There is a fear of users falling into loneliness and depression if their service changes. Particularly for those in Proposal C The Independence Pathway. Any changes to people's service will be carefully managed to value and maintain meaningful relationships. We know that for many people the most important outcome they derive from a day opportunity is friendship and reduced risk of isolation so we will work with families during the review process and friendship groups through working groups to ensure that this does not happen.
- **The Care Act:** Any changes that take place will be lawful and will be Care Act compliant.
- **Co-designing day opportunities with users and families:** Involving service users and families in the changes is key to developing the model. The Council is committed to continuing to co-design the new model with all interested stakeholders.
- **Capacity:** There were concerns around the capacity of building based autism support in the borough, but the changes will mean that initially this will be at least doubling existing provision. The new capacity will provide the opportunity for out of borough users to be supported in the borough and for new users coming through transition to access the service.
- **Safeguarding:** There was a concern about who would be overseeing the care worker(s) under the proposal for The Independence Pathway. It is important that services users, families, and the circle of support are involved in recruiting staff as relationships are key. The management of care workers also needs to be robust with consistent staffing. The Council will still be responsible for its duty of care for service user and safeguarding concerns can be raised with the Council's safeguarding team.
- **Monitoring:** Carers queried how would officers know that the outcomes are being met within the Independence Pathway. Moving from coordinated support at a centre to the community could mean some people are not supported well and no-one picks up on it. The council will be coproducing the model and it is important that service users, families and the circle of support are involved as closely as possible in the planning of the new service.
- **Transportation:** A number of respondents were concerned about continuing to be picked up by a white minibus. The Council will be working with service users and families to ensure

that the most suitable transport option is considered when planning the new model but with an emphasis on increasing independence and not over prescribing support.

- Independence Pathway** Many of the concerns raised above relate directly to Proposal C. Despite the fact that it received overall support and was considered to be better than the current offer, we intend to address and mitigate the concerns raised as a result of the consultation. Council officers are reviewing our plans for this proposal. We are looking to try and incorporate one or more building bases for this group in the community, we want to try and provide some consistent staff for the group to help with monitoring and coordination and will continue to ensure that changes are focused on friendship groups and activities that are meaningful. We absolutely do not want any changes to unintentionally lead to isolation or poor outcomes for people. We will be working with stakeholders and affected families to co-design the improvements to the Independence Pathway.

## 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

The data indicates a higher proportion of males have a learning disability, however for this service the needs assessment is the principal route to determining take-up of the service regardless of a person's sex. While men can be expected to benefit more from the new service, men and women will be treated equally. We know that women are overrepresented as carers, compared to men as shown by the Carers First data. We will continue to ensure through the review process that carers are continued to be supported.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

### 2. Gender reassignment

There is no service data for this characteristic, and so we are therefore unable to assess the impact of this proposal. During the consultation, no stakeholder identified as transgender. There was no evidence of any inequalities arising based on this protected characteristic if during the implementation we become aware of any impact the Council will take appropriate steps to address

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

### 3. Age

Day Opportunities is for working aged adults. The needs assessment is the principal route to determining take up of day opportunities. No negative impact is anticipated for young people or older people.

The proposal will provide day opportunities for working aged adults. There is a significant cohort of 'young-older' people who access day opportunities. Pansi Data shows that for those with severe learning disabilities 17% are aged 18-24, 28% between ages 25-34, 29% between ages 35 -44 and 15% between ages 45-54. This shows that the proposals will have a positive impact especially on those aged between 25 – 44. The Specialist service will collect a range of data, which will inform decisions about how to support 'young-older' people with learning disability/autism in recognition that it is often challenging for them to receive autism support and care.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

### 4. Disability

All of those who are provided with day opportunities have a learning disability and behaviours that can be challenging. The proposals are for an increase in day opportunities within the borough and will therefore have a significantly positive impact on this protected characteristic group. The physical environment of the service will be fully wheelchair accessible and be designed with autistic and learning-disabled people in mind.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

### 5. Race and ethnicity

Mosaic data shows that those from Black / African / Caribbean / Black British are overrepresented in receiving an LD service compared to the wider population. The profile of the users to take up for the Day opportunity is disproportionately in favour of Black, Asian and minority ethnic users compared with both the wider user and population ethnic mix, meaning that this group will benefit most from this proposal.

In recognising the particular difficulties that are faced by people from Black, Asian and minority ethnic communities with learning disabilities and autism, such as broader environmental influences and cultural factors. The proposal will positively impact this group and will ensure equitable access to relevant autism and learning disability support services.

Positive	x	Negative		Neutral impact		Unknown Impact	
----------	---	----------	--	----------------	--	----------------	--

**6. Sexual orientation** There is no service data for this characteristic, and so we are therefore unable to assess the impact of this proposal. During the consultation we

captured information about sexual orientation. No issue was identified around the impact of the proposals on this protected characteristic.

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

### 7. Religion or belief (or no belief)

We do not currently have any reliable data on the religion and beliefs of the service users. For this service, the needs assessment is the principal route to determining take up of the service. People will be treated the same regardless of religion or belief. There is no reason to anticipate any negative impacts for any individual or group associated with their religion or belief. The development of the service will include data collection improvements which will give us better information about this characteristic for future analysis.

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

**8. Pregnancy and maternity** There is no service data for this characteristic, and so we are therefore unable to assess the impact of this proposal. During the consultation, no stakeholder identified under this protected characteristic. There was no evidence of any inequalities arising based on this protected characteristic. if during the implementation we become aware of any impact the Council will take appropriate steps to address them.

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

**9. Marriage and Civil Partnership** Data on marriage and civil partnership status among people with a learning disability with autism and behaviours that may be challenging is not available. During the consultation, no stakeholder identified under this protected characteristic. There was no evidence of any inequalities arising based on this protected characteristic. if during the implementation we become aware of any impact the Council will take appropriate steps to address

Positive		Negative		Neutral impact		Unknown Impact	x
----------	--	----------	--	----------------	--	----------------	---

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

As outlined above the overall service is to provide day opportunities service users who have a learning disability and autism. The needs assessment is the principal route to determining take up of the service and any groups that cross two or more equality strands with an assessed need will benefit from this service. The majority of people accessing this service are likely to have two or more protected characteristics, and the service will be designed with the particular needs and experiences of the following people, who are over-represented or whose outcomes are known to be poorer, groups that are likely to be overrepresented among service users include:

- Black Afro-Caribbean and Asian minority ethnic residents with disabilities, including learning disabilities and autism.

In recognising the particular difficulties that are faced by people from Black, Asian, minority ethnic backgrounds with learning disabilities and autism. The proposal will positively impact those who identify with the protected characteristic of ethnicity and disability as often this group does not receive appropriate autism and learning disability services. In the implementation of the proposal, we have taken steps to prevent information often only being available in English, few translation services and professionals' use of jargon, which often presents barriers in accessing appropriate support for groups who share the protected characteristic of disability and ethnicity.

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

- **Could the proposal result in any direct/indirect discrimination for any group that shares the relevant protected characteristics?**
- **Will the proposal help to advance equality of opportunity between groups who share a relevant protected characteristic and those who do not?**

**This includes:**

- a) Remove or minimise disadvantage suffered by persons protected under the Equality Act
- b) Take steps to meet the needs of persons protected under the Equality Act that are different from the needs of other groups
- c) Encourage persons protected under the Equality Act to participate in public life or in any other activity in which participation by such persons is disproportionately low
- **Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?**

The proposals will not lead to any direct or indirect discrimination against any group sharing a protected characteristic. The proposals will encourage adults with learning disabilities to be more involved in their local communities.

In summary the proposals will positively respond to the needs of users with learning disabilities, autism and behaviour challenges, a group who would otherwise not be able to live the community in Haringey. Implementation of the proposal will increase the local offer for adults with learning disabilities.

**6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?**

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

Outcome	Y/N
<b>No major change to the proposal:</b> the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. <u>If you have found any inequalities or negative impacts that you are unable to mitigate, please provide a compelling reason below why you are unable to mitigate them.</u>	N
<b>Adjust the proposal:</b> the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote equality.	N

Clearly <u>set out below</u> the key adjustments you plan to make to the policy. If there are any adverse impacts you cannot mitigate, please provide a compelling reason below			
<b>Stop and remove the proposal:</b> the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.			N
<b>6 b) Summarise the specific actions you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty</b>			
<b>Impact and which relevant protected characteristics are impacted?</b>	<b>Action</b>	<b>Lead officer</b>	<b>Timescale</b>
Increased anxiety for some users and carers.	<p>The service will communicate the findings of the consultation with all stakeholders.</p> <p>The Council is committed to coproducing all of these proposals with users and families, particularly where concerns have been raised to ensure we get it right.</p>	Georgie Jones -Conaghan/ Brickchand Ramruttun	<p>March 2021</p> <p>April 2021 – December 2021</p>
<b>Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.</b>			
N/A			
<b>6 c) Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented:</b>			
<p>All users will be regularly reviewed by The Haringey Learning Disabilities Partnership. Those who have a change of service will receive a 6-week review as well as the statutory annual review.</p> <p>The new services will be monitored by the Adult Social Care redesign day opportunities working group as well as by the Adults Joint Partnership Board. These groups have stakeholder representation.</p>			

<b>7. Authorisation</b>	
EqlA approved by .....	

(Assistant Director/ Director)	Date .....
--------------------------------	---------------

<b>8. Publication</b> <i>Please ensure the completed EqlA is published in accordance with the Council's policy.</i>

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

DRAFT

This page is intentionally left blank



**Report for:** 9<sup>th</sup> March 2021 Cabinet Meeting

**Title:** Annual Childcare Sufficiency Report

**Report authorised by:** Charlotte Pomery, Assistant Director for Commissioning

**Lead Officer:** Christine Yianni, Childcare Commissioning Manager,  
christine.yianni@haringey.gov.uk

**Ward(s) affected:** All

**Report for Key/**

**Non Key Decision:** Non-Key decision

## **1. Describe the issue under consideration**

- 1.1 The Childcare Act 2006 places a duty on the Council to ensure there is enough childcare within its area for working parents. Local authorities are required by legislation to secure sufficient childcare, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children).
- 1.2 Section 6 of the Childcare Act 2006 and statutory guidance states that there should be an annual report 'to elected council members on how they are meeting their duty to secure sufficient childcare, and make this report available and accessible to parents' (Department for Education 2018). This report has been prepared to meet the statutory requirement on the Council.
- 1.3 This Annual Childcare Sufficiency Report includes data and observations collected in 2020. Specific reference will be made to how the local authority is ensuring there is sufficient childcare available for all children with special educational needs and disabilities, children from families in receipt of Universal Credit, children with parents who work irregular hours, children aged two, three and four taking up funded early education places, school age children and children needing holiday care. The report considers the affordability, accessibility, and quality of provision and how any gaps in childcare provision will be addressed. In meeting this statutory requirement this report incorporates the outcome of a stocktake of childcare in the borough in light of the COVID-19 pandemic.

## **2. Cabinet Member Introduction**

- 2.1 I am pleased to introduce this report which sets out in some detail the current landscape for childcare in Haringey in the context both of Covid-19 and of wider patterns of take up and demand. We are aware of the massive impact of the pandemic on childcare provision and I want to emphasise the massive impact of the pandemic and the huge contribution childcare providers across all settings have made over the past months in keeping families safe and well and I would like to thank them here.

- 2.2 The availability of high quality, affordable and accessible childcare is fundamental to our aims as an authority to address inequalities and to create a fairer borough. The benefits of childcare touch children as stable and happy early years will last well into adulthood, touch parents as they are able to take up work, education or training and touch wider society as local employment thrives when good childcare is in place.
- 2.3 We will focus on the actions outlined in this report and continue to work closely with the early years sector to ensure that they are support to respond to identified needs going forward.

### **3. Recommendations**

- 3.1 Cabinet is asked to note the 2020 Annual Childcare Sufficiency Report.

### **4. Reasons for decision**

- 4.1 The reason for the recommendation is that a decision to approve the proposed Annual Childcare Sufficiency Report 2020 (Appendix 1), will ensure that the Council is fulfilling its statutory duty, under the Childcare Act 2006.
- 4.2 In addition, the Annual Childcare Sufficiency Report will provide an updated representation of Haringey's childcare market, enabling the Council to develop childcare plans to support the market and maximise childcare participation in the future.

### **5. Alternative options considered**

- 5.1 The requirement to complete an Annual Childcare Sufficiency Report is part of the statutory requirement placed on the Council by the Childcare Act 2006.

### **6. Background information**

#### **6.1 National Policy Context**

- 6.1.1 The Childcare Act 2006 gives the local authority a key role in shaping the childcare market for children aged 0-14 (or up to 18 for disabled children).

The early education and childcare statutory guidance for local authorities<sup>1</sup> sets out the statutory responsibilities on the council to manage the childcare market and deliver the Dedicated Schools Grant funding for early education to childcare providers. It is a requirement that all local authorities retain an overview of the sufficiency of childcare in their area and address issues pertaining to accessibility. The statutory childcare landscape encompasses the delivery of free early education places for 2, 3 and 4 year olds and additional funding arrangements for children with special educational needs and disabilities and from disadvantaged backgrounds. In addition to this, there is a statutory role for the Council in ensuring there are sufficient childcare places available in the area for 0-14 year olds (or up to 18 years old for children with special educational needs and disabilities). It should be noted that sufficiency can be met through a

---

<sup>1</sup> Early education and childcare statutory guidance for local authorities – June 2018

wide variety of provision, including all types of schools, pre-schools, day nurseries, holiday clubs, breakfast clubs, after school clubs and childminders.

- 6.1.2 Research shows that early education outcomes are linked to achieving higher GCSE grades<sup>2</sup> in later life. Central to any drive to improve access to high quality childcare, is to reduce barriers to access and ensure that all children and young people in Haringey are able to experience the benefits, regardless of circumstance or background and to achieve their potential. Access to early education supports children to develop their social, emotional and cognitive skills they need to prepare for primary school and beyond. Early education can help parents balance work and family responsibilities and better their economic stability. Sufficiency is met through a variety of providers that includes all types of schools, pre-schools, day nurseries, holiday clubs, breakfast clubs, after school clubs, childminders.

## 6.2 Local Context

- 6.2.1 Childcare plays a fundamental role in meeting a range of key council objectives, and particularly in:

- Improving outcomes for all children – making sure gaps in attainment, access, and outcomes for the most disadvantaged groups of children are minimised
- Making available affordable and accessible childcare – supporting employment and pathways into employment for all residents
- Creating community capacity – growing community wealth through a localised offer meeting a range of local needs
- Building inclusive neighbourhoods – offering children and families with emerging developmental, disability and special educational needs support and respite

- 6.2.2 The current pandemic, with consequent lockdowns, wide-ranging restrictions and on-going deliberations about access to early education and childcare, have only served to highlight the fundamental role early education and childcare play in the development of happy, healthy children, in improving prospects for working parents and carers and in nurturing the ability for communities and society to function well collectively, both socially and economically.

- 6.2.3 Haringey has a population of 51,588 0 to 14 year olds<sup>3</sup>, representing 19% of the resident population with the highest number of resident children living in the north east of the borough. The total number of children and young people with a statement or education and health care plan has increased to 2,317 (11.3% increase from 2019). The number of children with Autistic Spectrum Disorder had shown the highest increase in numbers with the highest prevalence rates recorded in the East of the borough.

- 6.2.4 Haringey has a strong and diverse mix of childcare providers, provision is made up of: around 20% of settings are private (for-profit) providers, around 3% are voluntary (not-for-profit) providers, 12% are school-based (mainly maintained) providers and 42% are childminders. In addition to this there is a mix of

<sup>2</sup> Institute of research, effective pre-school, primary and secondary education project

<sup>3</sup> Source: office of national statistics 2017

provision for children over 5 years old with 24% of providers delivering out of school provision, breakfast, after school and holiday clubs. There is a total of 446 early years and childcare settings, an increase of 56 between 2019 and 2020, delivering 12,348 childcare places.

- 6.2.5 The impacts of the Covid-19 pandemic have been felt throughout the childcare sector, nationally, regionally and locally. Nationally, only 32% of early years settings were open as at mid-April 2020, caring for 65,000 children. By the start of July, 61% of settings were open caring for 382,000 children. By mid-September 2020, 74% of settings were open, caring for 619,000 children<sup>4</sup>. Levels of attendance had not reached 2019 levels nationally. The Government continued to fund early years settings from March 2020 through to the end of December 2020 'as if COVID-19 had not happened' and agreed to fund places that were in settings that were fully open for the period from January 2021 to March 2021. This means that the majority of settings offering early years entitlement places (funded places) will have been funded against participation for autumn 2019 levels for autumn term 2020. This continuation of early years funding, alongside the other measures introduced to support businesses, will have provided early years settings with some cushion against the full impact of COVID-19 on demand for their services.
- 6.2.6 The Government also introduced a range of financial support packages to support all businesses during lockdown and recovery. These were in addition to Government support specifically for the childcare sector where public funding for the early years free entitlements was continued. Locally, the Council sought to ensure that all early years settings were able to access the nationally available support packages through promoting the opportunities and targeting information. The range of financial support schemes include:
- Self-employment Income Support Scheme (SEISS)
  - Coronavirus Job Retention Scheme (Furlough)
  - Small business grant scheme
  - Small business rate relief
  - Bounce Back Loans
- 6.2.7 Autumn term 2020 provider returns show sufficient availability of two-, three- and four-year old places. Mapping of out of school services, provider and parent feedback suggests, however, that there is demand for out of school provision which has not been met, particularly for 5 to 11 year olds and for children with Special Educational Needs and or Disabilities (SEND).
- 6.2.8 Whilst the short-term impact of COVID-19 was to limit access to childcare to relatively small numbers of children (vulnerable and key worker children) between 23 March and 1 June 2020, settings in England were encouraged to re-open their doors to all children from 1 June 2020. In June 2020 66% of providers in Haringey were open for children of key workers and vulnerable children. By the beginning of October this had risen to 92%. The impact of COVID-19 has made the assessment of the supply and demand for childcare

---

<sup>4</sup> Attendance in early education settings during the coronavirus (COVID-10), DfE <https://explore-education-statistics.service.gov.uk/find-statistics/attendance-in-education-and-early-years-settings-during-the-coronavirus-COVID-19-outbreak>

more difficult as there have been many changes to family circumstances and a large increase in Universal Credit claims affecting the affordability of childcare for many households.

6.2.9 The pandemic has highlighted key areas of risk in the childcare market and actions addressing this will be incorporated into the Childcare Sufficiency Assessment Action Plan highlighting the priorities for 2020/2021. Some of the issues reported within the childcare sector are:

- A decrease in demand in paid for childcare owing to changing working environments/situations
- Concerns, fears or worries amongst some parents about their child/children taking up a childcare place when risk of transmission and infection remains high
- Concerns from providers about their economic stability due to the decrease in demand across the borough, and more acutely in some wards
- The impacts for childcare businesses when the Government furlough scheme comes to an end – both for their own workforces and for parents who may no longer be in work
- Higher proportion of families claiming Universal Credit and able only to take up funded entitlement hours
- The overall decrease in population across London during the course of the pandemic, currently standing at approximately 700,000 households

6.3 Review of Haringey's Childcare Sufficiency Action Plan 2019-2020

6.3.1 Haringey's Childcare Sufficiency Action Plan 2019-2022<sup>5</sup> was published and approved by Members in 2019 and assists Haringey in its duty to manage the childcare market. The Action Plan is focused on contributing to improvements in outcomes for children and young people and families. The Action Plan highlights key strands of work to improve the access to and quality of childcare in Haringey. Below is set out a summary of key actions to date:

- Continued promotion of entitlements and better collaborative working with key partners and parents, including the creation of free entitlement videos in five different community languages
- Recruitment and training of parent champion volunteers
- Data mapping of out of school and holiday providers
- Implementation of termly out of school forum meetings focusing on capacity and demand for childcare places
- Termly monitoring of sufficiency and data analysis
- Regular workshops with providers with a focus on sustainability,
- Market engagement event aimed at out of school childcare and respite for children with SEND
- The opening of a culturally appropriate setting to provide childcare places for Orthodox Jewish families

6.4 Annual Childcare Sufficiency Report 2020



6.4.1 The Annual Childcare Sufficiency Report covers a 12 month period to November 2020 covering the Council's statutory requirement to report to elected council members on how Haringey is meeting their duty to secure sufficient childcare (see Appendix 1). It also allows for key information relating to the impact of coronavirus on childcare sufficiency to be included.

6.4.2 A stocktake report has been compiled using held data and intelligence that sets out the current market position. Outcomes of the Childcare Sufficiency Assessment stocktake will form part of the revised Childcare Sufficiency Assessment actions for 2020/2021. A summary of the barriers affecting childcare are detailed in the report below:

- Families that have lost their jobs and moved onto Universal Credit (UC) may have been using childcare when they worked. Funding for a two-year-old place will replace some, or all, of the hours that they previously paid for.
- Early years provider survey reported that 56% of providers rely on income from early years funding. A reduction in Autumn Term 2020 participation numbers and reports that parents require fewer hours of paid fee time has raised concerns regarding business sustainability.
- Providers are adding additional extra charges when offering a free place. Affordability of childcare for some parents with low income is an issue\*.
- Perceived lack of out of school provision for children with SEND, that which existed was described as sometimes too expensive and/or not compatible with parents' working hours.
- Providers reported an increase of children being identified with SEND

\*The Council is exploring contributing to the cost of lunches for families who are struggling to afford them and deterred from taking up a free childcare place. Children from low income families receive funding for free school meals but there is no support for children under 5 years.

6.4.3 The Annual Childcare Sufficiency Report has highlighted some key areas of focus for 2021, which have now been added into a single action plan to ensure there is sufficient, high quality and accessible childcare in Haringey:

- Increase the take up of the two year old funding
- Increase the take up of the 3 and 4 year old early education funding
- Work with providers that are most at risk due to falling numbers
- Consider financial support for settings that serve areas of deprivation and policy priorities and where there is clearly a sufficiency need
- Social media marketing strategies to increase participation of childcare and monitor impact
- Ensure key partners are involved in supporting childcare sufficiency
- Create out of school provision, weekend and holiday care to meet the gap for 5 to 8 year children with special educational needs.
- Regular updates for Job Centre Plus staff supporting families to access work and training opportunities through childcare
- Create provision for 5 to 11 year olds where there is a clear demand and shortage of places across the borough.

## 7 Contribution to strategic outcomes

**7.1** The Childcare Sufficiency Action plan contribution to the delivery of the Haringey Borough Plan (2019-23) and notably Priority 2, 'a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential' and where three identified outcomes are:

- **Outcome 4**

Best Start in Life: the first few years of every child's life will give them the long-term foundations to thrive

- **Outcome 5**

Happy Childhood: all children across the borough will be happy and healthy as they grow up, feeling safe and secure in their family and in our community

- **Outcome 6**

Every young person, whatever their background, has a pathway to success for the future

## **8. Statutory Officer comments**

### **8.1 Legal**

8.1.1 Under Section 6 of the Childcare Act 2006 (Duty to secure sufficient childcare for working parents) the Council is under a duty to secure sufficient childcare, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children). In determining whether the provision of childcare is sufficient to meet these requirements, the Council – (a) must have regard to the needs of parents in their area for – (i) the provision of childcare in respect of which the child care element of working tax credit is payable, (ii) the provision of childcare in respect of which an amount in respect of childcare costs may be included under section 12 of the Welfare Reform Act 2012 in the calculation of an award of universal credit, and (iii) the provision of childcare which is suitable for disabled children, and (b) may have regard to any childcare which they expect to be available outside their area.

8.1.2 The Department for Education has issued statutory guidance to local authorities titled 'Early Education and Childcare' (June 2018) which the Council is obliged to have regard to. The guidance provides a list of matters that local authorities should take into account to secure sufficient child care places. They include the following:

- a) the state of the local childcare market, including the demand for specific types of providers in a particular locality and the amount and type of supply that currently exists;
- b) the state of the local labour market including the sufficiency of the local childcare workforce;
- c) the quality and capacity of childcare providers and childminders registered with a childminder agency, including their funding, staff, premises, experience and expertise;
- d) should encourage schools in their area to offer childcare from 8.00am until 6.00pm and in school holidays;
- e) should encourage existing providers to expand their provision and new providers to enter the local childcare market if needed.

f) should encourage providers to take a sustainable business approach to planning and signpost providers to resources to support them.

8.1.3 The guidance further provides for annual report to elected members on how the duty to secure sufficient childcare is being met. The report should include:

- a) a specific reference to how they are ensuring there is sufficient childcare available to meet the needs of: children with special educational needs and disabilities; children from families in receipt of the childcare element of Working Tax Credit or Universal Credit; children with parents who work irregular hours; children aged two, three and four taking up free places; school age children; and children needing holiday care;
- b) information about the current and projected supply and demand of childcare for particular age ranges of children, and the affordability, accessibility and quality of provision; and
- c) details of how any gaps in childcare provision will be addressed.

## **8.2 Finance**

8.2.1 This report is for noting by Cabinet and does not contain any financial implications.

## **8.3 Strategic Procurement**

8.3.1 The contents of the report are noted. Strategic Procurement will support commissioning with market development and tender activities when appropriate.

## **8.4 Equalities**

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

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

8.4.3 Advance equality of opportunity between people who share those protected characteristics and people who do not

8.4.4 Foster good relations between people who share those characteristics and people who do not.

8.4.5 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.

8.4.6 This paper asks Cabinet to note the 2020 Annual Childcare Sufficiency Report. The requirement to complete an Annual Childcare Sufficiency Report is part of the statutory requirement placed on the Council by the Childcare Act 2006.



- 8.4.7 As of 2020, the total number of children and young people with a Statement or Education Health and Care Plan in Haringey increased by 11.3% from 2,082 (in 2019) to 2,317 (2020). There is a high incidence of children and young people with Autistic Spectrum Disorder in Haringey, with the highest prevalence rates recorded in the East of the borough, particularly within Black and Asian minority backgrounds. We know that East of the borough continues to have a significantly higher rate of income deprived families than the west.
- 8.4.8 The Council's Childcare Sufficiency Report identified a number of areas which are set to be addressed through the single action plan. This includes the need to raise awareness and understanding amongst residents of the available support, to increase the accessibility of childcare, which is particularly pertinent for families in the East of the Borough. The action plan will address the need for greater access to childcare for children and young people with SEND or disabilities to ensure equality and inclusion. By delivering services for children with SEND, it will help to address inequalities in access to childcare places and ensure there is sufficient provision for these families. Further to this, the Childcare Sufficiency Action plan will address the need to create out of school provision, weekend, and holiday care to meet the gap for 5-to-11-year children with special educational needs.
- 8.4.9 It is recognised that the impacts of the COVID-19 pandemic have been felt throughout the childcare sector and in turn childcare provisions, as nationally less early years settings are open and levels of attendance in early years settings have not reached 2019 levels. The impact of COVID-19 on family circumstances and a large increase in Universal Credit claims have affected the affordability of childcare for many households. Therefore, it is expected that the Childcare Sufficiency Action plan will work to overcome barriers faced by low income households in accessing childcare provision.
- 8.4.10 The Childcare Act 2006 places a duty on local authorities to make sure that there are enough childcare places within its locality for working parents or for parents who are studying or training for employment, for children aged 0 to 14 (or up to 18 for children with disabilities and/or additional needs). It will support the Council to meet its equalities duties and address any gaps in provision through the Childcare Sufficiency Action plan.
- 8.4.11 Providing good quality childcare is an important part of the Council's equalities agenda, with positive implications for children and young people, parents, especially single mothers, and children and young people with disabilities. The Annual Report describes the existing provision across Haringey, and through the action plan sets out how the Council will seek to improve access and uptake of childcare provision. Due regard has been shown to equalities issues through the report, notably the advancement of equality of opportunity.

## 9 Use of Appendices

Appendix 1: Childcare Sufficiency Report 2020

This page is intentionally left blank

## **Appendix 1**

### **Childcare Sufficiency Annual Report 2019 – 2020**

#### **Contents**

##### **Introduction**

This report covers a 12 month period to November 2020 covering the Council's statutory requirement to report to elected council members on how Haringey is meeting their duty to secure sufficient childcare.

It also allows for key information relating to the impact of coronavirus on childcare sufficiency to be included.

##### **Reporting period**

This Annual Childcare Sufficiency Report covers the period November 2019 to November 2020 and includes data and observations collected within the childcare market.

##### **Details of report**

Statutory guidance states that Childcare Sufficiency Assessment report should include information about the current and projected supply and demand of childcare, including specific reference to how the Local Authority are ensuring there is sufficient childcare available to meet the needs of:

- Children with special educational needs and disabilities
- Children from families in receipt of Universal Credit
- Children with parents who work irregular hours
- Children aged two, three and four taking up funded places
- School age children
- Children needing holiday care
- Details of how any gaps in provision will be addressed

##### **Supply of early years and childcare**

Haringey has a strong and diverse mix of childcare providers, provision is made up of: around 20% of settings are private (for-profit) providers, around 3% are voluntary (not-for-profit) providers, 12% are school-based (mainly maintained) providers and 42% are childminders. In addition to this there is a mix provision for children over 5 years old with 24% of providers delivering out of school provision, breakfast, after school and holiday clubs.

##### **Availability of places**

There is a total of 446 early years and childcare settings, an increase of 56 between 2019 and 2020, delivering 12,348 childcare places.

## **Demand**

A stocktake of the childcare market was carried out in November 2020 to understand the state of the current market and determine future need. Focus groups were held, parents and participants from across the sector shared their experiences of current (autumn term 2020) occupancy which showed a mixed picture. Some settings reported similar take-up of places to previous years, whilst others were experiencing low demand. Participants reported changes in parents' employment impacting on demand for childcare. It was reported parents were 'shopping around' for their childcare, possibly migrating from one setting to another, influenced to a degree by social media. There were concerns demand for paid-for hours (opposed to early years funded hours) had decreased, often as a result of changes to parents' work circumstances.

Amongst several participants, there was a perceived lack of before and after school care for primary aged children. That which existed was described as sometimes too expensive and/or not compatible with parents' working hours. It was noted this had particularly been an issue for parents of children with SEND.

Several providers who participated noted an increase in children with SEND accessing services. It was felt that the number of children presenting with SEND was increasing year-on-year. Whilst there were fewer referrals from the child development center (CDC) and health colleagues (due to the nature of the way they were working remotely) more children had been identified as having SEND 'in house' within the childcare setting.

Haringey's Childcare Brokerage Service supports parents and carers who are experiencing difficulty in finding suitable childcare for children aged 0-14 and young people up to 18 years old if they have Special Educational Needs and/or Disability (SEND). The highest enquiries received covered the following themes:

- Additional charges to access a free early education place
- After school clubs for children with SEND and complex needs
- Early education places for parents whose children have no recourse to public funds
- Social workers supporting families requiring a childcare place
- Childcare for children under 2 years old

## **Sufficiency of provision for children taking up 2, 3 and 4 year old early education places**

All three- and four-year-olds and around 40% of two-year-olds nationally are entitled to up to 15 hours a week, or 570 hours a year of free early years entitlement. These are referred to as funded entitlements.

From September 2017, eligible families with a three-and-four-year-old became entitled to 30 hours childcare. 30 hours childcare is an extended early years entitlement which includes the 15 hours universal early years entitlement and an additional 15 hours (per

week up to a maximum of 38 weeks, or 570 hours stretched across more weeks of the year). Eligibility for 30-hours childcare is based on both parents working in a couple household, and a single parent working in a lone-parent household, with minimum and maximum income thresholds applied. Parents apply to HMRC and if eligible are given a code which their chosen childcare provider validates before a place is taken up.

There are a total of 354 early years and childcare settings across Haringey (as of October 2020). Of these, just under a third (32%) takes funded two-year-olds, nearly half (48%) take funded (universal) three- and four-year-olds and 45% deliver the extended entitlement (30 hours).

Sufficiency data is collected each term on the number of places available in early years settings, and the number of vacancies. In autumn term 2020 an average of 58% of available registered two-year-old places were taken up, and 61% of three- and four-year-old places.

Averages varied across Network Learning Communities, with highest levels of take up in Highgate and Muswell Hill.

<b>Network Learning Community</b>	<b>Average % take up of 2-year-old places offered</b>	<b>Average % take up of 3- and 4-year-old places offered</b>
Harringay/West Green	48%	58%
Highgate/Muswell Hill	79%	84%
Hornsey/Stroud Green	72%	58%
North East Tottenham	66%	64%
South East Tottenham	43%	52%
Wood Green	43%	46%
Overall	58%	61%

Source: based on 100% sufficiency returns from providers

The data suggests that there are sufficient places for 2, 3 and 4 year old children.

### **Population statistics and projected supply of childcare**

Haringey has a population of 51,588 0 to 14 year olds<sup>1</sup>, representing 19% of the resident population with the highest number of resident children live in the north east of the borough.

Haringey's population of 0 to 4 year olds is expected to increase by 100 next year and remain static up to 2025. 5 to 9 year old population numbers will increase by

---

<sup>1</sup> Source: office of national statistics 2017

100 next year and also remain the same up to 2025. 10 to 14 year population will increase by 300 next year and remain static up to 2025<sup>2</sup>.

### **Sufficiency of provision for children from families in receipt of the childcare element of Working Tax Credit or Universal Credit**

Haringey works with early years and childcare providers and key partners to ensure that there is sufficient provision to meet the needs of all families including those in receipt of the childcare element of the Working Tax Credit and welfare reforms.

A family in receipt of Universal credit is eligible for funded childcare for their two year old of up to 570 hours a year.

Early Years Pupil Premium (EYPP) for three and four year olds is additional funding for early years providers to improve the education and help narrow the gap in children's outcomes. Provider forum events and marketing campaigns have raised awareness of the processes for claiming early years pupil premium and highlighted the benefits to the child and setting. This has resulted in a reported 10% increase in EYPP claims for Summer Term 2019, Autumn 2020 EYPP claims have been lower due to lower participation numbers.

As a result of the impact of the coronavirus, data shows that more families are becoming eligible for Universal Credit. Haringey have seen a vast increase in Universal Credit claimants', from March to June by 128%<sup>3</sup>. The impact of this could mean that more families become eligible for a 2 year old place which could increase demand.

### **Sufficiency of provision for children with special educational needs and disabilities**

Early years and childcare providers are required to be inclusive to support children with special educational needs and disabilities. Below outlines the support available to providers:

- Early years inclusion funding, aimed at 3 and 4 year old children with SEND
- Disability access funding supporting the access needs of 3 and 4 year old children attracting Disability Living Allowance
- A SEND Local offer for children and young people aged 5 to 25 years to support them with more complex needs.

Haringey has a higher percentage of two-year olds accessing the early years (funded) entitlement than the averages across London and England (particularly in the east if the borough where deprivation more prevalent).

- In 2020 5.7% of two-year-olds benefitting from the early years entitlement in Haringey were recorded as having SEN (London and England averages are 3.8% and 3.5% respectively)

---

<sup>2</sup> Source: GLA 2016 based long term projections

<sup>3</sup> Source: Haringey state of the borough July 2020

- The take-up of the universal early years' entitlement by three- and four-year-olds with SEN in Haringey is broadly in line with London averages in 2020 and higher than the national average.
- Across Haringey 6,330 children aged between 0 and 19 years old with SEN status, attended Haringey schools in the last academic year (data taken from the school census January 2020). This included 1,066 children from out of borough and represents 16% of all SEND children in Haringey schools.

Haringey are currently working in partnership to develop out of school provision and procure a provider to deliver customer focus after-school, weekend and holiday provision for children aged 5 – 8 years with SEND.

In addition, we are reviewing the Short Breaks Framework and working with providers to stimulate the market in order to increase the number of providers on the framework. This in turn should provide a wider of choice to parents and children with SEND and allow the council to meet its statutory duty to provide short breaks for children with SEND as outlined in the Children's Act 1989 and Children and Families Act 2014 as well as a much needed respite for parents and carers.

### **Sufficiency of provision for childcare requiring out of school provision and holiday care**

A recent audit of out of school activities and holiday provision identified a range of out of school childcare (in the form of breakfast clubs, after school clubs and holiday provision) as well as extra-curricular activities and clubs.

#### **Pre-COVID school-run and school-based childcare provision**

	<b>Number of provisions in:</b>			
	<b>Breakfast club</b>	<b>After school club</b>	<b>Extra-curricular activities and clubs</b>	<b>Holiday provision</b>
Secondary schools	2	0	9	1
OFS	53	51	8	0
OFS providers	2	12	3	7

24% of our providers deliver out of school provision, breakfast, after school and holiday clubs.

There is a demand for out of school provision for 5 to 11 year olds and children with SEND. Parent Surveys gathering information on family childcare needs will be used as an indicator for models of delivery which will meet family's needs. Out of school forums have been set up to better understand the demand and provider capacity in delivering places.

### **Sufficiency of provision for children with parents who work irregular hours**

Recent information from our parent focus group reported that decisions about balancing work and care was currently shaping use of in/formal childcare. This was particularly the case for parents dependent upon different types of employment and shift work, meaning their needs could not be catered for through existing formal provision. Parents used informal childcare at home or with relatives and friends. It was felt this was more flexible when parents had to work overtime or changing days and hours. This is particularly prevalent to schools where some do not have wraparound care to provide care for longer hours.

Haringey Ofsted registered providers offering before 8am, after 6pm and weekend care are reported below:

**Opening from or before 8am:**

	Number of providers offering 2 year old entitlement places	Number of providers offering 3&4 year old entitlement places	All providers including ages 5+ offering provision from or before 8am
Alexandra	2	3	5
Bounds Green	5	5	10
Bruce Grove	4	5	12
Crouch End	1	6	14
Fortis Green	4	6	9
Harringay	7	9	18
Highgate		1	3
Hornsey	3	5	11
Muswell Hill	4	4	11
Noel Park	7	7	15
Northumberland Park	5	6	13
Seven Sisters	4	3	11
St Ann's	2	2	9
Stroud Green			6
Tottenham Green	3	3	11
Tottenham Hale	6	8	16
West Green	8	9	15
White Hart Lane	4	4	15
Woodside	7	7	16

**Open until or after 6pm:**



	Number of providers offering 2 year old entitlement places	Number of providers offering 3&4 year old entitlement places	All providers including age 5+ offering provisions until or after 6pm
Alexandra	2	3	5
Bounds Green	4	4	9
Bruce Grove	4	5	12
Crouch End	1	6	12
Fortis Green	5	7	11
Harringay	7	9	15
Highgate		1	1
Hornsey	3	5	10
Muswell Hill	3	3	7
Noel Park	7	7	15
Northumberland Park	5	6	12
Seven Sisters	4	3	11
St Ann's	3	4	11
Stroud Green			7
Tottenham Green	3	4	12
Tottenham Hale	6	9	14
West Green	8	8	13
White Hart Lane	4	4	16
Woodside	5	5	10

**Weekends:**

	Number of providers offering 2 year old entitlement places	Number of providers offering 3&4 year old entitlement places	All providers including age 5+ offering provisions on weekends
Alexandra		1	1
Bounds Green			
Bruce Grove	1	1	2
Crouch End		1	2
Fortis Green	1	2	3
Harringay	1	3	5
Highgate			
Hornsey	2	2	2

<b>Muswell Hill</b>			
<b>Noel Park</b>	<b>2</b>	<b>1</b>	<b>4</b>
<b>Northumberland Park</b>		<b>1</b>	<b>3</b>
<b>Seven Sisters</b>	<b>2</b>	<b>2</b>	<b>3</b>
<b>St Ann's</b>			<b>2</b>
<b>Stroud Green</b>			<b>1</b>
<b>Tottenham Green</b>		<b>1</b>	<b>1</b>
<b>Tottenham Hale</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>West Green</b>			<b>1</b>
<b>White Hart Lane</b>			<b>1</b>
<b>Woodside</b>	<b>1</b>	<b>1</b>	<b>4</b>

### **Support for providers and the impact of COVID-19**

Following the Government announcement that all educational settings were to close on 20<sup>th</sup> March except for children of key workers and vulnerable children. Haringey closely monitored the number of children in attendance reporting information on a weekly basis to the Department for Education.

Haringey supported childcare settings to re-open under revised Government guidance and Ofsted regulations. Termly online meetings were held with the childcare sector to support their quality and sustainability. Presently all our childcare providers are open for business supporting children's learning and development.

Haringey delivered business support sessions to providers in June 2020 on the practicalities and financial planning of delivering post COVID-19.

Haringey held focus groups with parents, partners, and LA Officers to gain an insight into their experiences in choosing a childcare place and supporting the families they work with.

The Government introduced a range of financial support packages to support all businesses during lockdown and recovery. These were in addition to Government support specifically for the childcare sector where public funding for the early years free entitlements. The range of financial support schemes include:

- Self-employment Income Support Scheme (SEISS)
- Coronavirus Job Retention Scheme (Furlough)
- Small business grant scheme
- Small business rate relief
- Bounce Back Loans

### **Survey of providers**

A survey of early years providers was carried out in May 2020.

A total of 87 settings responded to the survey – around 20% of all registered provision. A number of settings will have been closed in May 2020.

The survey included a number of questions that potentially relate to financial sustainability of settings, and therefore provide a good indicator of potential risk.

Below is a table indicating the number of providers who applied to the government financial support schemes.

<b>Type of provision (number)</b>	<b>SEISS</b>	<b>Furlough</b>	<b>Bounce Back Loan</b>	<b>Small Business Grant Fund</b>	<b>Small Business Rates Relief</b>
Childminder (23)	78%	22%	9%	5%	0%
Day nursery+ (10)	0%	90%	0%	0%	20%
Pre-school (3)	0%	100%	0%	0%	0%
School ** (3)	0%	100%	0%	0%	0%
Out of school (6)	33%	67%	0%	0%	17%
Overall (44)	45%	55%	5%	2%	7%

+ Here day nursery includes children's centre provision and community nurseries given low response

\*\* Here schools include independent schools  
Multiple responses

Where respondents had been successful in accessing Government financial support, the main types of support were the Self-employed Income Support Scheme (SEISS) and the Coronavirus Job Retention Scheme (Furlough).

Data from key questions, see below, regarding financial sustainability will enable Haringey to deliver a COVID-19 recovery response action plan to support providers deliver sustainable childcare.

### **Key questions**

- Percentage of income derived from funded hours
- Estimated loss of income
- Concern regarding business sustainability
- Held financial reserves

### **Actions arising from the Annual Childcare Sufficiency Report to address gaps in provision**

The Annual Childcare Sufficiency Report has highlighted some key areas of focus to ensure there is sufficient provision for 2021, these have now been added into an incorporated action plan to ensure there is sufficient, high quality and accessible childcare places in Haringey:

- Increase the take up of the two year old funding
- Increase the take up of the 3 and 4 year old early education funding
- Identify providers that are most at risk due to falling numbers
- Consider financial support for settings that serve areas of deprivation and policy priorities and where there is clearly a sufficiency need
- Social media marketing strategies to increase participation of childcare and monitor impact
- Ensure key partners are involved in supporting childcare sufficiency
- Create out of school provision, weekend and holiday care to meet the gap for 5 to 8 year children with special educational needs.
- Regular updates for Job Centre Plus staff supporting families to access work and training opportunities through childcare
- Create provision for 5 to 11 year olds where there is a clear demand and shortage of places across the borough



This page is intentionally left blank

**Report for:** Cabinet 9 March 2021

**Title:** Adoption of Highgate School Supplementary Planning Document (SPD)

**Report authorised by:** Rob Krzyszowski, Interim Assistant Director for Planning, Building Standards & Sustainability

**Lead Officer:** Bryce Tudball, Planning Policy Team Manager

**Ward(s) affected:** Highgate

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

## **1 Describe the issue under consideration**

- 1.1 This report documents the responses to a consultation on the Draft Highgate School Supplementary Planning Document (SPD) (October – December 2020) and the Council's response to these, and recommends Cabinet adopts the SPD, subject to a number of amendments in response to the consultation responses.
- 1.2 The purpose of the SPD is to provide further guidance on the Site Allocation: SA41 Highgate School in the Council's adopted Local Plan. The adoption of the SPD will fulfil the Local Plan's commitment to bring forward an SPD containing an agreed masterplan for the School's future development and provide guidance for determining planning applications.

## **2 Cabinet Member Introduction**

- 2.1 The Council has developed this SPD in partnership with Highgate School, to help give more certainty to the local community about future development in the School's estate. It is important to recognise that the School's historic and contemporary buildings make a significant positive contribution to the built environment of the area. The SPD seeks to ensure that the School, in keeping with its past, continues to show great sensitivity in the conservation, repair and enhancement of its built heritage and in its approach to new buildings. It is also important that the School environment is accessible and environmentally sustainable and this SPD sets the framework for doing so.

## **3 Recommendations**

- 3.1 That Cabinet:
  - 1) Notes the representations received in response to the consultation on the Draft SPD, the Council's responses to these set out in Appendix A, and the consequent changes proposed to the Draft SPD before adoption.
  - 2) Notes the comments and recommendations of Regulatory Committee of 25 February 2021 regarding the changes proposed to the SPD

- 3) Adopts the Highgate School SPD attached at Appendix B

#### **4 Reasons for decision**

- 4.1 Public consultation took place on the Draft SPD for 8 weeks from 26 October 2020 to 21 December 2020. The responses to the consultation have been considered and it is recommended that a series of changes are made to the SPD before it is adopted. Once adopted the SPD will be a material consideration in the determination of planning applications relating to the School, a series of which are expected to come forward in the near future. The SPD will provide guidance to help preserve the special character, heritage and amenity of the local area in line with the adopted Local Plan's Site Allocation for the School and will discharge the Council's commitment in the Local Plan to prepare an SPD for the site.

#### **5 Alternative options considered**

- 5.1 The alternative options considered are:

Option 1 – Not to adopt the SPD. The disadvantages of this are that the Council would not meet the commitment in the Site Allocations Local Plan document to bring forward an SPD for the School, it would not have specific adopted guidance to inform the submission and determination of future planning applications relating to the School, there would be no agreed strategic approach to the School's development as a whole, and an ad-hoc way of dealing with estate wide issues would not give the local community the overall picture of the School's development intentions and it would not enable the community to comment and input into the School's long-term development in a meaningful way. Rather residents and businesses would only be able to comment on individual applications without this wider context.

Option 2: To adopt the SPD without any changes to the SPD following public consultation. This option would be contrary to legislation which requires the Council to take into account all consultation responses received before adopting the SPD. This would mean that not taking account of important feedback from the community and the stakeholders and would not allow changes to be made to the Draft SPD which would improve the robustness of the guidance within, including in relation to key land use principles.

Option 3: To adopt the SPD incorporating changes arising from responses to the public consultation on the Draft SPD. This would enable feedback from the community and other stakeholders to be incorporated within the adopted SPD.

- 5.2 Option 3 is being recommended as it will ensure that there is an agreed strategic approach in place for the future development of the School and that robust guidance is in place to support the making of future planning decisions for the School.

#### **6 Background**

- 6.1 The Local Plan Site Allocations Development Plan document identifies Highgate School as a Site Allocation (SA41) to explore how the School facilities can be



enhanced whilst simultaneously benefitting local communities. To enable this, the Site Allocation commits the Council to develop an SPD for which future development should accord to.

- 6.2 The Site Allocation and thus the SPD area also fall within the Highgate Neighbourhood Plan area and any future redevelopment will also have to accord with relevant policies within this Neighbourhood Plan.
- 6.3 The purpose of the Highgate School SPD is to provide a campus masterplan to take a comprehensive approach to the effective planning and delivery of new accommodation to meet the long-term needs of the School, and to support enhanced community use and benefits. This SPD will be used by the Council as a material consideration when determining any future planning applications for the School. The SPD has been drawn up in conjunction with the School and has been subject to public consultation, the results of which are detailed below.
- 6.4 The SPD describes the current situation within the School and the surrounding area, outlines the characteristics of the School and key issues faced, and details sites within the estate where new development is needed and the likely form this will take. It also details the proposed refurbishment of existing buildings to meet the School's future academic needs including temporary decant facilities. It should be noted none of the proposals are to accommodate an increase in numbers at the School; rather they are to meet modern academic standards and to improve the facilities, amenity and accessibility.
- 6.5 The School lies within Highgate Conservation Area and contains important historic buildings, some of which are listed. The SPD has a strong focus on conserving and enhancing the historic and natural environments, including Metropolitan Open Land (MOL) openness, sensitive landscaping, and creating fit for purpose new buildings, facilities and spaces. There is a commitment in the SPD and within the Highgate Neighbourhood Plan to continue to support the existing wider community through the use of the School's facilities. The provision of new facilities will therefore be of benefit to the local area.

## Key SPD Proposals

- 6.6 The SPD proposes a number of key developments. These include: significant upgrades to the Sixth Form Centre, improved senior School drama and music provisions, and enhancements to the sport and exercise offering including both internal and external sporting facilities. These key developments do not exclude the School from coming forward with routine or other minor applications which might be necessary throughout the course of the SPD. In terms of the sites and buildings included these are:

### **Bishopswood Road Campus**

- Mallinson Sports Centre
- Richards Music Centre
- Far Field
- Pre-Preparatory School
- Temporary Decant

### **Senior School Campus**

- Science Block
- Dyne House and Island Site Tunnel Access

### **Mallinson Sports Centre Redevelopment**

- 6.7 The Mallinson Sports Centre is located on Bishopswood Road and accommodates both internal and external sporting facilities including a swimming pool, sports hall, squash courts and Fives Courts. It was developed on a piecemeal basis and no longer fully meets the current and future needs of the Sports and Exercise (SpEx) programme. The current building also does not provide step-free / disabled access to the majority of facilities, only allowing disabled access into the main reception area and mezzanine hall.
- 6.8 The Mallinson Sports Centre building does not enhance the Conservation Area and is identified in the Highgate Conservation Area Appraisal as being a negative contributor and detracting from the environment. Therefore the SPD provides guidance that states that the demolition of the building and adjacent 'Fives' Courts may be considered acceptable subject to appropriate redevelopment of the site including impact on the openness of MOL and Heritage Assets. The main aim would be to provide a modern sports centre which was fully accessible on this site.

### **Richards Music Centre Redevelopment**

- 6.9 The existing building is a single-storey building with a mansard roof built originally for the School as a sports pavilion before largely being converted for use as a music centre and is now predominantly occupied by the SpEx Department and IT team. The existing building's layout and its form of construction severely compromise its use for any educational purpose. There are also problems with the building's drainage and foundations.
- 6.10 The unlisted building is not located within the MOL but is located adjacent to the MOL boundary. The SPD therefore provides guidance on how any redevelopment of the Richards Music Centre could be achieved to provide additional and enhanced educational accommodation. This is subject to the consideration of heritage views which includes an assessment of how the existing building contributes to the Highgate Conservation Area.

### **Far Field Drainage and Amenity Block Redevelopment**

- 6.11 This site lies some distance from the School and is used principally by the School for sports purposes. It is subject to regular drainage issues through inclement months significantly limiting its use. It also includes a small utility building with changing rooms and toilet facilities.
- 6.12 The intent of the School is to undertake a series of engineering works to rectify/reduce the risk of flooding, to replace the amenity building with one capable of meeting the needs of a co-educational establishment and covering the main playing field areas in a permeable green artificial surface to enable the area to have greater utility across a wider range of sports.

- 6.13 The SPD includes guidance to require that any proposal for improvements to the proposed new amenity block would need to be supported by a robust justification for very special circumstances as to the requirement for any new, extended or enlarged replacement structures in the MOL with regard to the impact on the MOL's openness and permanence, and to improve biodiversity on the site.

### **Pre-Preparatory School Extension**

- 6.14 The building is a part-three part-four storey building adapted for the School as a pre-preparatory School to accommodate children aged 3-7 years, with the main entry year being Nursery. The intent is to provide three new classrooms each of the same size as the existing classrooms located within the Pre-Preparatory School to facilitate a change to the main entry year being Reception. The SPD guidance indicates that the garden area to the north could be a suitable site for this and the School has desires for the development to be in the form of a 'treehouse' concept.
- 6.15 A planning application for an extension to the Pre-Preparatory building to provide three additional classrooms, a library, covered outdoor play space and level access to the existing school building was granted in January 2021 (HGY/2020/2980). This was brought forward in advance of the SPD as a result of a demonstrable operational need as set out within the application documents. Following the decision to close the School's Nursery in September 2021, the Pre-Preparatory project affords an opportunity to increase entry to the Pre-Prep school.

### **Temporary Decant Facilities**

- 6.16 Temporary decant facilities will need to be constructed whilst redevelopment works are underway. Specific requirements are identified in the SPD including that construction of temporary buildings on the Junior Field could be an option for temporary decant facilities. This does pose significant challenges, notably this would result in the temporary loss of MOL and 50% of the playing field during the decant.
- 6.17 The SPD therefore identifies that a temporary decant solution will only be supported by the Council and the Greater London Authority (GLA) where a very special circumstances case is presented by the School as part of a future planning application, and where a planning obligation is secured ensuring that the land used would be reinstated as MOL and playing field of equal or higher quality following cessation of the temporary use.

### **Science Block Renovation and Limited Extension**

- 6.18 The Science Block is located within the Senior School campus of Highgate School. The fabric of the Science Block is designated, falling under the listing of the 'Old School Building' known as the 'Big School' which is Grade II Listed. The Science Block requires substantial refurbishment and reconfiguration, particularly the laboratories. The scope of works is being developed by the School but will require some small-scale extensions in the Garner and Science Quadrangles to facilitate full accessibility and reconfiguration of the laboratories.

- 6.19 The SPD therefore provides guidance that states that any extensions would be undertaken sympathetically to Heritage Assets, should seek to enhance or improve the external appearance generally and should be to the same standard as the other work undertaken across the Senior School.

### **Dyne House Redevelopment and Island Site Tunnel Access**

- 6.20 Dyne House forms an integral part of the Senior School in the heart of Highgate Village. The site slopes down steeply from west to east. The main building (Dyne House) was opened in 1967. Behind the main building are the two-storey classroom building and the Gymnasium which is currently used as a Drama Studio. There is a redundant open-air swimming pool and the Parade Ground which is used as a pupil amenity area. The building is partially accessible for those with mobility issues from Southwood Lane; it is not accessible for pupils with mobility issues from the Island Site due to narrow steep stairs at either end of the tunnel.
- 6.21 The services, windows and other elements have reached the end of their life and the joints on the external precast concrete panels are now starting to break down and leak. The SPD therefore identifies that additional and improved space is required to meet the academic requirements on the Senior School and that a way to achieve this is through the sensitive refurbishment or redevelopment of the Dyne House site. Improvements to the tunnel access from the Island Site to the Dyne House Site are also necessary to allow a safe, secure and fully accessible route between the two parts of the School.
- 6.22 The SPD highlights that this site has a significant number of challenges for any redevelopment, given it occupies a prominent location in Highgate Village and the Conservation Area. Guidance is given on the key impacts that will need to be considered as part of any planning application. It is also highlighted that the 'Highgate Bowl' allocation is located adjacent to the site but for the avoidance of doubt, the SPD acknowledges that Dyne House and the buildings behind it are not included within the Highgate Bowl allocation. The SPD also identifies that The Parade Ground will be protected as Significant Open Land and should not be built on other than improvements to its surface and facilities.

### **Key Land Use Issues**

- 6.23 In delivering proposals within the Senior School and, specifically those related to Dyne House, the SPD expects the School to have regard to site allocation SA42 which relates to the 'Highgate Bowl'. SA42 seeks to protect the Highgate Bowl as open space, and to improve public access to it through limited redevelopment of Townsend Yard, Broadbent Close and Duke's Head Yard.
- 6.24 The School's Bishopswood Road Campus, together with the Far Field, contains the majority of the School's sporting facilities including the playing fields. These playing fields have been designated as MOL and as such Policy SP13 of the Haringey Local Plan applies which protects these open spaces and green land from inappropriate development. The SPD details these policy considerations for each proposed development and in doing so provides a framework that can

effectively manage these issues and give more certainty to the School and wider community with regards to the future development on these sites.

- 6.25 Additionally, given that many of the School's buildings are in a Conservation Area, and the number of listed buildings the School has or is in the vicinity of, there is necessarily a substantial amount of guidance to ensure that development proposals do not harm the setting or character of any of these heritage assets. Historic England will be consulted during public consultation, and as and when any relevant planning application is submitted.
- 6.26 Given the School's proposed pipeline of development, the SPD sets out an expectation that the School should bring forward the strategic proposals for the School estate simultaneously so that the proposals can be looked at holistically and comprehensively.

### **Sustainability Appraisal (SA)**

- 6.27 Paragraph 8 of the National Planning Practice Guidance on Strategic Environmental Assessment and Sustainability Appraisal advises that SPDs do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already have been assessed during the preparation of the relevant strategic policies. The SPD supplements Site Allocation 41 of the Site Allocations Local Plan document. A full Sustainability Appraisal was carried out at each formal stage in the preparation of the Site Allocations. Nevertheless the SPD has been subject to a separate Strategic Environmental (SEA) screening opinion, to comply with the Environmental Assessment of Plans and Programmes Regulations 2004.
- 6.28 The screening concludes that the SPD is not likely to have significant environmental effects and, accordingly, should not be subject to Strategic Environmental Assessment. The statutory bodies Historic England, Natural England and the Environment Agency were consulted on this and they concurred with this conclusion, and the final screening report is published alongside the SPD at Appendix C.

### **Consultation on the Highgate School SPD**

- 6.29 Cabinet approved the SPD for consultation on 10 March 2020. Following Cabinet a number of minor text, layout and design changes were made to the SPD including changes needed for clarification and for consultation purposes. Due to restrictions imposed as a result of the first Covid-19 lockdown, consultation was delayed until 26 October 2020 and ran to 21 December 2020 (8 weeks). The SPD was consulted on in general accordance with the Council's adopted Statement of Community Involvement (SCI). Specifically, the following consultation methods were employed:
- notification by e-mail / letter to all persons/organisations listed on the existing Planning Policy database including the Highgate Neighbourhood Forum;
  - notification by letter to those addresses within proximity to the Highgate School site;



- publicity on the Planning Policy webpages and the corporate consultation portal of the Council's website;
  - two online consultation events (in lieu of in-person events);
  - printed documents available in the local Highgate Library;
  - social media posts;
  - Public notice in the Ham and High, and on lampposts in the vicinity of the School estate
- 6.30 Concern was raised during the consultation that additional time was needed to comment on the document given another national lockdown had come into effect. The consultation was extended by two weeks, with the original end date extended from 7 December 2020 to 21 December 2020.

### **Consultation Outcomes**

- 6.31 As a result of the consultation arrangements outlined above, 40 responses were received. The substantive points raised in the responses are detailed, alongside the Council's responses, in the Consultation Statement at Appendix A to this report. However, in summary the following key issues were raised, and the changes detailed are recommended to be made to the document before the SPD is adopted.

### **Academic Needs**

- 6.32 A significant number of respondents queried the basis for the proposed improvements and development, and stated that the whilst the documents are quite specific on the amount of development that will be needed to meet needs, there are no details of pupil numbers taking the relevant subjects to quantify the need. This was also expressed with concern as to whether these needs are aspirations as opposed to actual needs, and as such whether the SPD took the right balance between what the School may aspire to or 'need' and the importance of enhancing the Conservation Area, local amenity, protection of MOL and transport issues.
- 6.33 The principle of the enhancement of the School's facilities is established in adopted Site Allocation 41, and the provision of new or enhanced educational facilities is supported in the Local Plan, the London Plan and the National Planning Policy Framework. The SPD has been developed taking into account supporting documents provided by the School, including an Education Needs and Accommodation Needs Assessment. Importantly, the estate development programme proposed is not one of growth; rather it is predicated on providing high quality facilities to the existing pupil body which is expected to remain within the School's currently licenced capacity of 1,970. The need for the estate development programme is built upon a requirement for the modernisation of the School's facilities and is designed to replace life expired buildings and provide flexibility in response to modern requirements of teaching today. In many cases, the programme also reflects and responds to changes in legislation and the need to provide a sustainable and resilient estate, responding to the climate emergency. It is acknowledged that the need for the specific facilities proposed is an important consideration in the planning balance, therefore the SPD has been revised to clarify that when strategic proposals in the SPD come forward

the development quanta proposed should be justified within planning applications to help in the weighing up of the planning balance against potential impacts on designations and amenity affecting each site.

### **Simultaneous Applications**

- 6.34 A majority of respondents requested that the SPD commit the School to bring forward its applications simultaneously so the community can see the holistic treatment of the different proposals.
- 6.35 Given the cumulative impacts of the proposed developments, the SPD has been revised to include a clearer guidance that applications for strategic proposals in the SPD should be submitted simultaneously, so that the developments can be seen in the round, and that cumulative impacts across the various development sites can be assessed. The Council cannot preclude the School submitting planning applications at any time but the SPD is capable of being a material consideration in the determination of planning applications.

### **Pupil Numbers**

- 6.36 A majority of respondents expressed concern that the proposals in the SPD were to accommodate an increase in pupil numbers, with potentially significant negative impacts upon Highgate Village, and would be inconsistent with SPD's statement that the new facilities are for existing pupils to bring them up to modern standards. Respondents wanted to see a much more specific commitment to not increase pupil numbers.
- 6.37 The Council has confirmed with the School's administration that the School does not intend to expand its pupil numbers above those already allowed for in its Department for Education license, and so the SPD text has been strengthened to clarify this, and to re-iterate that the proposals within it are to meet the modern academic needs of the School's current population, and are not proposed to help accommodate any expansion of the pupil body.

### **Further Engagement**

- 6.38 Many respondents expressed a desire to continue to be engaged throughout the School's redevelopment proposals and requested that the SPD confirms that the School will conduct pre-application consultations with full details for each site and over a reasonable length of time. Additional proposals were put forward including that the School could establish a version of a Community Review group (used by a number of local authorities on key sites) including representatives from key community organisations to create a regular and constructive forum for dialogue.
- 6.39 The existing Local Plan requires that all new development confidently addresses feedback from local consultation (Policy DM1). The Council's Statement of Community Involvement recommends applicants of major schemes to undertake early community involvement before submitting an application to the Council. It is the responsibility of the applicant to conduct pre-application community involvement. For major planning applications the Council requires that, at the point of submission, the applicant identifies the consultation undertaken and its results, together with how this has been incorporated into the submitted planning

application. It should be noted that the School has already undertaken some pre-application consultation on a number of its emerging proposals and has made further commitments around future engagement and text has been added to the SPD to highlight this commitment. The SPD has been amended to clarify that any future planning applications will be subject to mandatory consultation with local residents in line with planning legislation.

### **Indicative Building Heights and Massing**

- 6.40 There was widespread support for including more detail on indicative heights, design, massing, and building footprint. Respondents stated that this is required, in part, because the need for new buildings should be balanced by appropriate heights and design considerations (including massing, bulk, footprint) which preserve the significance of the heritage assets and residential amenity. This linked back to the respondents' concerns about academic need, and that the School's requirements will dictate the future heights, massing and footprints of the buildings in future applications.
- 6.41 The SPD does contain guidance as to how the impacts of any building including its height and massing should be considered and balanced against needs. It is considered that the best place to consider and assess detailed matters such as heights and designs is at the planning application stage; the SPD could not realistically prescribe these given the numerous impacts that will need to be considered on each site, and over the course of the 10 year SPD period. Instead it is considered appropriate that the SPD clearly highlights these potential impacts and site constraints and gives guidance as to how any development proposal should deal with these and result in a good design that protects amenity, heritage and character. Text within each of the relevant sites in the SPD subject to redevelopment has been strengthened to make clear how the constraints, including neighbouring impacts, should be considered in relation to a submitted application's massing, height and design. This is to ensure that planning policy requirements can be addressed, the development's overall design is appropriate and that the academic needs demonstrated for the development do not override or take precedence over the need for good design and overall impacts of the development.

### **Dyne House**

- 6.42 A large proportion of responses focused on the proposals for Dyne House, with concern expressed with regards to neighbouring privacy and amenity, views through Highgate Bowl and Southwood Lane, the importance of the Parade Ground and a desire for it not to be developed upon, and the potential for excavations. Support was given for any redevelopment to be set well back from the back edge of the footpath replicating a development line set by buildings demolished to make way for the present building alignment and footprint. There were also objections to the demolition of the School Gymnasium building on this site.
- 6.43 The text regarding Dyne House has been strengthened to confirm that impacts on neighbouring properties, including excavation or any potential basement works must have regard to their amenity and relevant Local Plan policies. Additionally, it is clarified that the Parade Ground is not included within the scope



of any redevelopment, and that this area will remain as is. The SPD has also been amended to further stress the importance that any building's final design must also respect and minimise impacts on important local views and character across the Highgate Bowl. It is noted that the current building line respects the historic street pattern therefore guidance has been added that the building line of any redeveloped buildings fronting Southwood Lane should be carefully considered.

### **Highgate Bowl and Views**

- 6.44 There was concern that the SPD does not adequately consider views, and requests that important local views, including in and out of the Highgate Bowl, need greater protection in the SPD. It was also noted that all current views looking toward the Highgate Bowl from Southwood Lane and residents homes and gardens are protected and so should not be obstructed by any replacement buildings.
- 6.45 As noted above, these concerns particularly relate to the redevelopment of Dyne House given its proximity to Highgate Bowl and these views. The SPD has therefore been amended to further stress the importance that any building's final design should also respect and minimise impacts on important local views and character across the Highgate Bowl.

### **Far Field**

- 6.46 Where respondents mentioned the Far Field it was to express concern with regards to potential issues with artificial lighting, and impacts on visual amenity and biodiversity.
- 6.47 The SPD has been amended in this regard to state that any proposals for lighting would be subject to assessment of impacts and should take into account the site's context and particularly biodiversity. It is considered that the current text within the SPD gives sufficient guidance and control to ensure that works in this area will not harm overall amenity, and should help improve biodiversity. The existing playing pitches are a mono-culture, heavily mowed and so in themselves offer no real biodiversity value. Landscaping works associated with playing pitch improvements offer the opportunity to improve biodiversity value on this site. Text has been inserted to clarify that the works are to meet modern academic needs and to enable the pitches to be used throughout the year and to improve biodiversity value.

### **Richards Music Centre**

- 6.48 There was support received for the building's retention as it was stated it is a positive contributor to the character and appearance of the Conservation Area.
- 6.49 Whilst the building is a positive contributor to the area, it is not a designated heritage asset. As such, the SPD sets out that redevelopment may be acceptable where the needs for a modern accessible facility are demonstrated, and that any new building would also make a positive contribution to the area. The SPD text has been amended to clearly clarify this. It is not considered appropriate within

existing policy to protect buildings from any redevelopment where the benefits of redevelopment can clearly be demonstrated.

### **Mallinson Sports Centre**

- 6.50 There was some concern regarding the impact of redevelopment on the open aspect across fields on either side. Sport England commented on the need for replacement facilities unless surplus to requirements.
- 6.51 The SPD includes guidance to ensure it is clear that any replacement building should not impact any further than current buildings on the openness of the MOL and amenity, this however has been revisited to be made more explicit. The SPD also includes guidance that states that new facilities should enhance sporting facilities in line with Local Plan requirements. However additional text has been added to state that any application should clearly outline how the facilities in any new building replace those already in situ to ensure there is no unjustified loss of provision.

### **Island Site**

- 6.52 There were suggestions that the SPD should be more specific with regards to this site, highlight that proposals to build on or above open space should be resisted, and that additional clauses should be added to include more detail on design and streetscape along Southwood Lane, heritage impacts, access and useability of the tunnel and amenity, sustainability and safety impacts.
- 6.53 The SPD references sustainability and access in general so that they cover all sites. The guidance has been strengthened to reference the amenity of neighbouring occupiers and to give further detail with regards to the heritage and design solutions that could be utilised.

### **Impact upon Highgate Village**

- 6.54 Some respondents mentioned that redevelopment would not be a benefit to Highgate Village and the impacts could detract from it especially during construction.
- 6.55 The benefits of redevelopment will primarily be to the School and its students to enable modern, accessible and fit for purpose facilities. However it is considered that these improvements could benefit the area through improved design and quality, particularly in relation to Dyne House and the Mallinson Sports Centre, which are identified as negative contributors to the area. Construction impacts are covered below.

### **Sustainability**

- 6.56 A significant number of comments requested the SPD go further on sustainability measures including requiring the estate to achieve zero carbon by 2030. There

was also support for retrofitting of buildings to improve sustainability, not just achieving BREEAM standards on extensions or new build.

- 6.57 SPDs cannot introduce new policy requirements, they can only provide further guidance on adopted policies. Therefore Local Plan policies will continue to apply for any redevelopment and they must meet those minimum requirements as currently stated in the SPD, and in recognition that these standards may well be increased during the lifetime of this SPD. However, the SPD can incentivise best practice and include aspirations for achieving better sustainability outcomes. Therefore the SPD has been amended to further elaborate in the sustainability section that the School should seek to maximise and go above current standards where feasible, and where works include extensions to buildings rather than wholly new buildings that opportunities to incorporate further sustainability measures in the rest of the building should be explored to help the estate move towards zero carbon.

## Transport

- 6.58 Many of the representations that were received expressed concern that any redevelopment, including construction works would worsen traffic congestion and safety rather than improve it, and that there are already issues with parking. Suggestions for improvements including more use of buses and promoting walking and cycling were offered. It was requested that impacts must be demonstrated cumulatively, not individually by scheme. Additionally it was noted that:

- TfL should be consulted on the Transport Assessment and any updates to the Travel Plan
- Travel by car should be decreased and active travel modes prioritised
- Active travel infrastructure, such as bike racks and lockers should be provided
- Future developments should look to decrease car parking. Existing car parking should not be an acceptable justification for retention of spaces

- 6.59 The SPD has been amended to include more detail on active travel and to reflect the above bullet points. It should be noted that the School is not seeking to undertake development that would lead to a significant impact in terms of traffic generation. The proposals are to accommodate the existing School pupil body. However, the SPD does contain guidance ensuring that walking and cycling are prioritised, and that the School continues to work to ensure parking is managed effectively. The SPD also provides guidance that the School's Travel Plan should be updated where new development would necessitate this such as where it could lead to a variation in travel patterns. Text has been amended to make clear the travel plan should be updated iteratively to take into account the cumulative impacts of each application. This should be possible to assess through the commitment to submit applications simultaneously.

## Metropolitan Open Land (MOL)

- 6.60 The SPD identifies the potential to use the Junior Field which is MOL for a temporary decant facility, and for the sports hall which adjoins MOL to be

redeveloped. Concern was expressed by many regarding the potential that MOL could be developed on.

- 6.61 Detailed consideration as to whether any temporary use on MOL is acceptable will occur when formal planning applications are made and this would be subject to a Section106 planning obligations agreement. In response to these concerns, additional text is included in the amended SPD to clarify the considerations that will be taken into account for the principle of any temporary use.
- 6.62 There was also concern that there could be detrimental impacts upon MOL from development in the vicinity. The SPD contains guidance for proposals in the vicinity of MOL setting out that its openness and function must be considered and protected. In this regard, existing Local Plan and London Plan policies protecting MOL will be applied, and these do not need to be replicated in the SPD but are signposted.
- 6.63 The GLA advised that there should be more emphasis on the strategic policy protection of MOL across the SPD as a whole. This has now been explicitly listed among the objectives of the SPD (pages 3-4). Where development would be inappropriate, this must be robustly supported by very special circumstances that clearly outweigh the harm to the openness of the MOL, and any other harm. Any site-specific proposals need to accord with MOL policy protection in their own right. This has been further highlighted, particularly on the Richards Music Centre site guidance for clarity.
- 6.64 Additionally updates have been made to reference the Publication London Plan 2020 requirements on protecting MOL in Policy G3.

### **Accessibility**

- 6.65 There was general support for improvements that result in buildings made more accessible for all. This was welcomed, and these requirements remain.

### **Biodiversity**

- 6.66 There was encouragement for proposals to contribute further to improving biodiversity. Notably Natural England included suggestions for improvements to biodiversity and to protect existing habitats.
- 6.67 Additional text has been inserted to further emphasise the importance of increasing biodiversity through redevelopment under the Natural Environment section, and this does signpost a policy requirement for a net gain in biodiversity across the estate as a whole.

### **Construction Impacts**

- 6.68 There were many concerns expressed that the scale of the School's proposed development could lead to significant disruption in Highgate Village. It was therefore requested that the SPD must require staggered implementation of development schemes and require the inclusion of planning conditions which robustly protect Highgate from the combined impacts of several large-scale projects being delivered at the same time. Similarly there were concerns about

the general impacts of construction including timings, noise, excavation. There was support for requiring Construction Management Plans.

- 6.69 The proposals in the SPD are intended to be delivered over 10 years, and so implementation will be staggered. This must be balanced with the desire for applications to be submitted simultaneously as far as is possible. However, guidance has been added to the SPD to reference relevant adopted Local Plan and London Plan policies that must be followed to mitigate against construction impacts, and in particular referencing the Mayor of London's Supplementary Planning Guidance (SPG) 'The control of dust and emissions during construction and demolition' (July 2014). Further, the SPD has been amended to advocate that Construction Management Plans should be submitted and where any other development is proposed simultaneously, that the cumulative impacts must be planned for to avoid undue disruption, noise, and emissions during their construction.

## **Community Access**

- 6.70 Comments were received in relation to ensuring / securing public access to the proposed facilities (i.e. sporting / cultural). The SPD notes the existing external use of many of the facilities on the site and recognises that many of the new facilities will benefit existing users, as well as providing capacity to accommodate greater local School and community use. The extent of access to the new facilities will form part of the assessment of the detailed planning applications.

## **Statutory consultees**

- 6.71 Statutory consultees were notified of the draft SPD in accordance with the relevant Regulations. Responses were received from the Highways Agency, Historic England, Natural England, Sport England, the Environment Agency, Greater London Authority and Transport for London. The key points raised by these consultees are included in the above summary.

## **7 Regulatory Committee comments**

- 7.1 This report and the appendices to it were considered by Regulatory Committee on 25 February 2021. Regulatory Committee's comments are set out in an addendum to this report.

## **8 Contribution to strategic outcomes**

- 8.1 The adoption of this SPD will contribute significantly to the Borough Plan's objectives, particularly those under the People and Place Priorities by helping establish guidance that will lead to the provision of new and improved educational and sporting facilities, and by making Highgate and the School's buildings within it more accessible and attractive, whilst preserving the historic fabric that is of cultural value to the Borough.

## **9 Statutory Officers comments**

### **9.1 Finance**

9.1.1 This report recommends that Cabinet approves the Highgate School SPD with amendments as specified in Appendices A and B for adoption.

9.1.2 The cost of preparing this SPD, consulting on it and adopting it have been met from existing Planning Policy budgets.

## **9.2 Procurement**

9.2.1 Strategic Procurement notes the contents of this report; however there are no procurement implications.

## **9.3 Legal**

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

9.3.2 Although the SPD is not a development plan document it will, on adoption, provide advice and guidance on the policies in the development plan and be capable of being a material consideration in the determination of proposals for development for Highgate. As the SPD will not be a development plan document, it does not need to be approved by Full Council and will not need to be subject to independent examination.

9.3.3 In accordance with the National Planning Practice Guidance, the SPD should not add unnecessarily to the financial burdens on the development.

9.3.4 The Council was required by law to consult on the SPD and to take into account all consultation responses received before adopting the SPD. Regulations 11 to 16 of The Town and Country Planning (Local Planning) (England) Regulations 2012 set out the requirements for producing SPDs. Regulation 12 provides that the Council must publish a Consultation Statement which must include, amongst other requirements, the date by which representations must be made and the address to which they must be sent. There must be a minimum consultation period of 4 weeks. These requirements have been satisfied.

## **9.4 Equality**

9.4.1 In the exercise of its function as the local planning authority the Council is subject to the Public Sector Equalities Duty set out in section 149 of the Equalities Act 2010 which obliges the Council in performing its functions “to have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it”.

9.4.2 SPDs cannot introduce new policies nor modify adopted policies and do not form a part of the development plan. Rather, their role is to supplement a ‘parent’ policy in a development plan document. The SPD which is the subject of this report supplements Site Allocation 41 of the Site Allocations Local Plan document. A full



equalities impact assessment was carried out at each formal stage in the preparation of the Site Allocations.

- 9.4.3 Therefore, there is no requirement to carry out an equalities impact assessment of the SPD because the impact of implementing Site Allocations 41 has already been considered as part of the Site Allocations equalities impact assessment. Nevertheless, EQIA screening has been conducted on the SPD, which confirmed that there were no negative implications on any equalities group as a result of the SPD's guidance, and thus no need for a full EQIA to be undertaken (Appendix D). In fact there should be an overall positive impact on many groups arising from the SPD given the guidance seeks to support step free access across various facilities which does not currently exist, and this will have a significant positive impact on protected characteristics.
- 9.4.4 Additionally, the amount of consultation, engagement and assessment as part of the SPD process have resulted in more positive impacts upon certain groups such as clarifying the requirement to submit Construction Management Plans and a more managed approach to development which should mitigate local disruption which otherwise could have a negative impact on protected characteristics such as older people, or people with a disability who may be affected by construction/traffic disruption.
- 9.4.5 The extension of the consultation period would have had a positive impact on allowing more time to respond for people amongst protected characteristics adversely affected by Covid-19, and the commitment for ongoing engagement throughout the development process as well.

## **10 Use of Appendices**

- Appendix A: Consultation Statement
- Appendix B: Highgate School SPD
- Appendix C: SEA Screening
- Appendix D: EQIA Screening

## **11 Local Government (Access to Information) Act 1985**

- Haringey Strategic Policies Local Plan (2013) and Alterations (2017)
- Haringey Site Allocations DPD (2017)
- Highgate Neighbourhood Plan (2017)
- Highgate Conservation Area Appraisal
- Cabinet Report: Draft Highgate School SPD (10 March 2020)

This page is intentionally left blank



Planning and Compulsory Purchase Act 2004  
The Town and Country Planning (Local Development) (England) Regulations 2012

Highgate School Supplementary Planning Document  
Consultation Statement March 2021

**Title of document**

Highgate School Planning Document (SPD)

**Subject matter**

On 24 July 2017 Haringey Council adopted a Site Allocations development plan document which allocated Highgate School (allocation SA41) to establish the principle of the refurbishment / redevelopment of School buildings and the enhancement of facilities including community access. The Council has prepared a supplementary planning document (SPD) to support Site Allocation 41 outlining masterplan for the School to enhance or redevelop its buildings over the next 10 years.

**Area covered**

The SPD applies to the ward of Highgate.

**Consultation**

In accordance with the requirements of the Town and Country Planning (Local Development) (England) Regulations 2012, as amended, this statement sets out the details of the consultation undertaken on the Highgate School SPD and how the main issues raised have been addressed.

A draft version of the Highgate School SPD was the subject of public consultation for eight weeks between **26 October 2020 and 21 December 2020**. The consultation was originally due to end on 7 December 2020 but was extended by two weeks due to additional challenges of responding to the consultation linked to the national Covid-19 Lockdown implemented in late 2020.

The draft SPD and November 2020 Consultation Statement were available for inspection on the Council's website: [www.haringey.gov.uk/highgateschoolspd](http://www.haringey.gov.uk/highgateschoolspd) and at all Borough Libraries and the main Council Offices, River Park House, 225 High Road, Wood Green, N22 8HQ.

The Council invited comments on the draft SPD by email at: [planning.policy@haringey.gov.uk](mailto:planning.policy@haringey.gov.uk) and by post to: Planning Policy, Haringey Council, 6th Floor River park House, High Road, Wood Green, N22 8HQ

In accordance with the Council's Statement of Community Involvement the consultation comprised:

- Public notice in the Ham and High giving details of the draft document, a list of the addresses of local libraries where the document was available for public inspection and the addresses (postal and e- mail) to which representations were to be sent;
- Over 600 notifications about the draft document were sent by post and e-mail to statutory consultation bodies, other organisations, planning consultants/developers, local groups and individuals on the Local Plans consultation database on 26<sup>th</sup> October 2020;
- Documents were published on the Council's main website (planning pages) alongside notification on the Council's twitter account.

In addition to the above standard methods of engagement (as required by the Council's Statement of Community Involvement), two virtual engagement sessions were held on 25 November 2020 and 9 December 2020 and the presentation and summary of questions and answers published on the Council's websites afterwards.

Additionally

- a. Public notices were placed on lamp posts in the vicinity of the School
- b. Letters were delivered to properties in Highgate within the vicinity of the School's campus as outlined within the SPD

## **Main Issues Raised in the Consultation**

The responses by issue and the Council's response to them are attached at **Appendix 1**. The following paragraphs summarise the main issues raised.

### *The role of the Supplementary Planning Document*

Some of the responses expressed concerns regarding the implications of the document being adopted with respect to future planning applications.

The NPPF indicates that SPDs are capable of being a material consideration in planning decisions but are not part of the development plan. The National Planning Practice Guidance (NPPG) indicates that a material planning consideration is one which is relevant to making the planning decision in question (e.g. whether to grant or refuse an application for planning permission). There is however a distinction between the question of whether something is a material consideration and the weight which it is to be given. Provided it has regard to all material considerations, it is for the Council (as Local Planning Authority) to decide what weight is to be given to the material considerations (such as the proposed SPD) in each case. Whilst the existing Local Plan Site Allocation does establish that the principle of development is acceptable, this and the SPD do not convey an 'automatic approval' of subsequent planning applications.

It should be noted that the SPD does not preclude the School coming forward with applications for proposals that are either not included in the SPD, or differ from the SPD (i.e. in a different location, for example). Such applications would be assessed against the policies contained in the Council's development plan, which includes the London Plan and the Haringey Local Plan. The SPD would be a material consideration to the extent that it is relevant to the proposal. Similarly, works currently occurring on the site should not be seen as pre-empting the outcomes of the SPD, as provided these have the appropriate planning permissions (and other consents), they can occur notwithstanding the SPD process (a number of representations expressed concern in this regard).

### *Academic Needs*

A significant number of respondents queried the basis for the proposed improvements and development, and stated that the whilst the documents are quite specific on the amount of development that will be needed to meet needs, there are no details of pupil numbers taking the relevant subjects to quantify the need. This was also expressed with concern as to whether these needs are aspirations as opposed to actual needs, and as such whether the SPD took the right balance between what the School may aspire to or 'need' and the importance of enhancing the Conservation Area, local amenity, protection of MOL and transport issues.

The principle of the enhancement of the School's facilities is established in adopted Site Allocation 41, and the provision of new or enhanced educational facilities is supported in the Local Plan, the London Plan and the National Planning Policy Framework. The SPD has been developed taking into account supporting documents provided by the School, including an Education Needs and Accommodation Needs assessment. Importantly, the estate development programme proposed is not one of growth; rather it is predicated on providing high quality facilities to the existing pupil body which is expected to remain within the School's currently licenced capacity of 1,970. The need for the estate development programme is built upon a requirement for the modernization of the School's facilities and is designed to replace life expired buildings and provide flexibility in response to modern requirements of teaching today. In many cases, the programme also reflects and

responds to changes in legislation and the need to provide a sustainable and resilient estate, responding to the climate emergency. It is acknowledged that the need for the specific facilities proposed is an important consideration in the planning balance, therefore the SPD has been revised to clarify that when strategic proposals in the SPD come forward the development quanta proposed should be justified within planning applications to help in the weighing of up the planning balance against potential impacts on designations and amenity affecting each site.

### *Simultaneous Applications*

A majority of respondents requested that the SPD commit the School to bring forward its applications simultaneously so the community can see the holistic treatment of the different proposals.

Given the cumulative impacts of the proposed developments, the SPD has been revised to include clearer guidance that applications for strategic proposals in the SPD should be submitted simultaneously, so that the developments can be seen in the round, and that cumulative impacts across the various development sites can be assessed. The Council cannot preclude the School submitting planning applications at any time but the SPD is capable of being a material consideration in the determination of planning applications.

### *Pupil Numbers*

A majority of respondents expressed concern that the proposals in the SPD were to accommodate an increase in pupil numbers, with potentially significant negative impacts upon Highgate Village, and would be inconsistent with the SPD's statement that the new facilities are for existing pupils to bring them up to modern standards. Respondents wanted to see a much more specific commitment to not increase pupil numbers.

The Council has confirmed with the School's administration that the School does not intend to expand its pupil numbers above those already allowed for in its Department for Education license, and so the SPD text has been strengthened to clarify this, and to re-iterate that the proposals within it are to meet the modern academic needs of the School's current population, and are not proposed to help accommodate any expansion of the pupil body.

### *Further Engagement*

Many respondents expressed a desire to continue to be engaged throughout the School's redevelopment proposals and requested that the SPD confirms that the School will conduct pre-application consultations with full details for each site and over a reasonable length of time. Additional proposals were put forward including that the School could establish a version of a Community Review group (used by a number of local authorities on key sites) including representatives from key community organisations to create a regular and constructive forum for dialogue.

The existing Local Plan requires that all new development confidently addresses feedback from local consultation (Policy DM1). The Council's Statement of Community Involvement recommends applicants of major schemes to undertake early community involvement before submitting an application to the Council. It is the responsibility of the applicant to conduct pre-application community involvement. For major planning applications the Council requires that, at the point of submission, the applicant identifies the consultation undertaken and its results, together with how this has been incorporated into the submitted planning application. It should be noted that the School has already undertaken some pre-application consultation on a number of its emerging proposals and has made further commitments around future engagement and text has been added to the SPD to highlight this commitment. The SPD has been amended to clarify that any future planning applications will be subject to mandatory consultation with local residents in line with planning legislation.

### *Indicative Building Heights and Massing*

There was widespread support for including more detail on indicative heights, design, massing, and building footprint. Respondents stated that this is required, in part, because the need for new buildings should be balanced by appropriate heights and design considerations (including massing, bulk, footprint) which preserve the significance of the heritage assets and residential amenity. This linked back to the respondents' concerns about academic need, and that the School's "requirements will dictate the future heights, massing and footprints of the buildings in future applications.

The SPD does contain guidance as to how the impacts of any building including its height and massing should be considered and balanced against needs. It is considered that the best place to consider and assess detailed matters such as heights and designs is at the planning application stage; the SPD could not realistically prescribe these given the numerous impacts that will need to be considered on each site, and over the course of the 10 year SPD period. Instead it is considered appropriate that the SPD clearly highlights these potential impacts and site constraints and gives guidance as to how any development proposal should deal with these and result in a good design that protects amenity, heritage and character. Text within each of the relevant sites in the SPD subject to redevelopment has been strengthened to make clear how the constraints, including neighbouring impacts, should be considered in relation to a submitted application's massing, height and design, to ensure that planning policy requirements can be addressed, the development's overall design is appropriate and that the academic needs demonstrated for the development do not override or take precedence over the need for good design and overall impacts of the development.

### *Dyne House*

A large proportion of responses focused on the proposals for Dyne House, with concern expressed with regards to neighbouring privacy and amenity, views through Highgate Bowl and Southwood Lane, the importance of the Parade Ground and a desire for it not to be developed upon, and the potential for excavations. Support was given for any redevelopment to be set well back from the back edge of the footpath replicating a development line set by buildings demolished to make way for the present building alignment and footprint. There were also objections to the demolition of the School Gymnasium building on this site.

The text regarding Dyne house has been strengthened to confirm that impacts on neighbouring properties, including excavation or any potential basement works must have regard to their amenity and relevant Local Plan policies. Additionally, it is clarified that the Parade Ground is not included within the scope of any redevelopment, and that this area will remain as is. The SPD has also been amended to further stress the importance that any building's final design should also respect and minimise impacts on important local views and character across the Highgate Bowl. It is noted that the current building line respects the historic street pattern therefore guidance has been added that the building line of any redeveloped buildings fronting Southwood Lane should be carefully considered.

### *Highgate Bowl and Views*

There was concern that the SPD does not adequately consider views, and requests that important local views, including in and out of the Highgate Bowl, need greater protection in the SPD. It was also noted that all current views looking toward the Highgate Bowl from Southwood Lane and residents homes and gardens are protected and so should not be obstructed by any replacement buildings.

As noted above, these concerns particularly relate to the redevelopment of Dyne House given its proximity to Highgate Bowl and these views. The SPD has therefore been amended to further stress the importance that any building's final design should also respect and minimise impacts on important local views and character across the Highgate Bowl.

### *Far Field*

Where respondents mentioned the Far Field it was to express concern with regards to potential issues with artificial lighting, and impacts on visual amenity and biodiversity.

The SPD has been amended in this regard to state that any proposals for lighting would be subject to assessment of impacts and should take into account the site's context and particularly biodiversity. It is considered that the current text within the SPD gives sufficient guidance and control to ensure that works in this area will not harm overall amenity, and should help improve biodiversity. The existing playing pitches are a mono-culture, heavily mowed and so in themselves offer no real biodiversity value. Landscaping works associated with playing pitch improvements offer the opportunity to improve biodiversity value on this site. Text has been inserted to clarify that the works are to meet modern academic needs and to enable the pitches to be used throughout the year and to improve biodiversity value.

### *Richards Music Centre*

There was support received for the building's retention as it was stated it is a positive contributor to the character and appearance of the Conservation Area.

Whilst the building is a positive contributor to the area, it is not a designated heritage asset. As such, the SPD sets out that redevelopment may be acceptable where the needs for a modern accessible facility are demonstrated, and that any new building would also make a positive

contribution to the area. The SPD text has been amended to clearly clarify this. It is not considered appropriate within existing policy to protect buildings from any redevelopment where the benefits of redevelopment can clearly be demonstrated.

### *Mallinson Sports Centre*

There was some concern regarding the impact of redevelopment on the open aspect across fields on either side. Sport England commented on the need for replacement facilities unless surplus to requirements.

The SPD includes guidance to ensure it is clear that any replacement building should not impact any further than current buildings on the openness of the MOL and amenity, this however has been revisited to be made more explicit. The SPD also includes guidance that states that new facilities should enhance sporting facilities in line with Local Plan requirements. However additional text has been added to state that any application should clearly outline how the facilities in any new building replace those already in situ to ensure there is no unjustified loss of provision.

### *Island Site*

There were suggestions that the SPD should be more specific with regards to this site, highlight that proposals to build on or above open space should be resisted, and that additional clauses should be added to include more detail on design and streetscape along Southwood Lane, heritage impacts, access and useability of the tunnel and amenity, sustainability and safety impacts.

The SPD references sustainability and access in general so that they cover all sites. The guidance has been strengthened to reference the amenity of neighbouring occupiers and to give further detail with regards to the heritage and design solutions that could be utilised.

### *Impact upon Highgate Village*

Some respondents mentioned that redevelopment would not be a benefit to Highgate Village and the impacts could detract from it especially during construction.

The benefits of redevelopment will primarily be to the School and its students to enable modern, accessible and fit for purpose facilities. However it is considered that these improvements could benefit the area through improved design and quality, particularly in relation to Dyne House and the Mallinson Sports Centre, which are identified as negative contributors to the area. Construction impacts are covered below.

### *Sustainability*

A significant number of comments requested the SPD go further on sustainability measures including requiring the estate to achieve zero carbon by 2030. There was also support for retrofitting of buildings to improve sustainability, not just achieving BREEAM standards on

extensions or new build.

SPDs cannot introduce new policy requirements, they can only provide further guidance on adopted policies. Therefore Local Plan policies will continue to apply for any redevelopment and they must meet those minimum requirements as currently stated in the SPD, and in recognition that these standards may well be increased during the lifetime of this SPD. However, the SPD can incentivise best practice and include aspirations for achieving better sustainability outcomes. Therefore the SPD has been amended to further elaborate in the sustainability section that the School should seek to maximise and go above current standards where feasible, and where works include extensions to buildings rather than wholly new buildings that opportunities to incorporate further sustainability measures in the rest of the building should be explored to help the estate move towards zero carbon.

### *Transport*

Many of the representations that were received expressed concern that any redevelopment, including construction works would worsen traffic congestion and safety rather than improve it, and that there are already issues with parking. Suggestions for improvements including more use of buses and promoting walking and cycling were offered. It was requested that impacts must be demonstrated cumulatively, not individually by scheme. Additionally it was noted that:

- TfL should be consulted on the Transport Assessment and any updates to the Travel Plan
- Travel by car should be decreased and active travel modes prioritised
- Active travel infrastructure, such as bike racks and lockers should be provided
- Future developments should look to decrease car parking. Existing car parking should not be an acceptable justification for retention of spaces

The SPD has been amended to include more detail on active travel and to reflect the above bullet points. It should be noted that the School is not seeking to undertake development that would lead to a significant impact in terms of traffic generation. The proposals are to accommodate the existing School pupil body. However, the SPD does contain guidance ensuring that walking and cycling are prioritised, and that the School continues to work to ensure parking is managed effectively. The SPD also provides guidance that the School's Travel Plan should be updated where new development would necessitate this such as where it could lead to a variation in travel patterns. Text has been amended to make clear the travel plan should be updated iteratively to take into account the cumulative impacts of each application. This should be possible to assess through the commitment to submit applications simultaneously.

### *Metropolitan Open Land (MOL)*

The SPD identifies the potential to use the Junior Field which is MOL for a temporary decant facility, and for the sports hall which adjoins MOL to be redeveloped. Concern was expressed by many regarding the potential that MOL could be developed on.



Detailed consideration as to whether any temporary use on MOL is acceptable will occur when formal planning applications are made and this would be subject to a Section 106 planning obligations agreement. In response to these concerns, additional text is included in the amended SPD to clarify the considerations that will be taken into account for the principle of any temporary use.

There was also concern that there could be detrimental impacts upon MOL from development in the vicinity. The SPD contains guidance for proposals in the vicinity of MOL setting out that its openness and function must be considered and protected. In this regard, existing Local Plan and London Plan policies protecting MOL will be applied, and these do not need to be replicated in the SPD but are signposted.

The Greater London Authority (GLA) advised that there should be more emphasis on the strategic policy protection of MOL across the SPD as a whole. This has now been explicitly listed among the objectives of the SPD (pages 3-4). Where development would be inappropriate, this must be robustly supported by very special circumstances that clearly outweigh the harm to the openness of the MOL, and any other harm. Any site-specific proposals need to accord with MOL policy protection in their own right. This has been further highlighted, particularly on the Richards Music Centre site guidance for clarity.

Additionally updates have been made to reference the Publication London Plan 2020 requirements on protecting MOL in Policy G3.

#### *Accessibility*

There was general support for improvements that result in buildings made more accessible for all. This was welcomed, and these requirements remain.

#### *Biodiversity*

There was encouragement for proposals to contribute further to improving biodiversity. Notably Natural England included suggestions for improvements to biodiversity and to protect existing habitats.

Additional text has been inserted to further emphasise the importance of increasing biodiversity through redevelopment under the Natural Environment section, and this does signpost a policy requirement for a net gain in biodiversity across the estate as a whole.

#### *Construction Impacts*

There were many concerns expressed that the scale of the School's proposed development could lead to significant disruption in Highgate Village. It was therefore requested that the SPD must require staggered implementation of development schemes and require the inclusion of planning conditions which robustly protect Highgate from the combined impacts of several large-scale projects being delivered at the same time. Similarly there were concerns about the general impacts of construction including timings, noise, excavation. There was support for

requiring Construction Management Plans.

The proposals in the SPD are intended to be delivered over 10 years, and so implementation will be staggered. This must be balanced with the desire for applications to be submitted simultaneously as far as is possible. However, guidance has been added to the SPD to reference relevant adopted Local Plan and London Plan policies that must be followed to mitigate against construction impacts, and in particularly referencing the Mayor of London's Supplementary Planning Guidance (SPG) 'The control of dust and emissions during construction and demolition' (July 2014). Further, the SPD has been amended to advocate that Construction Management Plans should be submitted and where any other development is proposed simultaneously, that the cumulative impacts must be planned for to avoid undue disruption, noise, and emissions during their construction.

### *Community Access*

Comments were received in relation to ensuring / securing public access to the proposed facilities (i.e. sporting / cultural). The SPD notes the existing external use of many of the facilities on the site and recognises that many of the new facilities will benefit existing users, as well as providing capacity to accommodate greater local School and community use. The extent of access to the new facilities will form part of the assessment of the detailed planning applications.

### *Statutory consultees*

Statutory consultees were notified of the draft SPD in accordance with the relevant Regulations. Responses were received from the Highways Agency, Historic England, Natural England, Sport England, the Environment Agency, Greater London Authority and Transport for London. The key points raised by these consultees are included in the above summary.

## **Appendix 1 – Issues Raised and Council's Response**

The table below summarises the comments received during the consultation and sets out the Council's response.

<b>Respondents Comments by Issue</b>	<b>Council's Response / amendments to draft document</b>
<b>Academic Need</b>	
Academic need for enhanced facilities has not been demonstrated or substantiated	The principle of the enhancement of the School's facilities is established in adopted Site Allocation 41, and the provision of new or enhanced educational facilities is supported in the Local Plan, the London Plan and the National Planning Policy Framework. The SPD has been developed taking into account

Respondents Comments by Issue	Council's Response / amendments to draft document
	<p>supporting documents provided by the School, including an Education Needs and Accommodation Needs assessment. Importantly, the estate development programme proposed is not one of growth; rather it is predicated on providing high quality facilities to the existing pupil body which is expected to remain within the School's currently licenced capacity of 1,970. The need for the estate development programme is built upon a requirement for the modernization of the School's facilities and is designed to replace life expired buildings and provide flexibility in response to modern requirements of teaching today. In many cases, the programme also reflects and responds to changes in legislation and the need to provide a sustainable and resilient estate, responding to the climate emergency.</p> <p>The SPD and the proposals within it are to ensure that going forward the facilities are of a modern standard, and crucially can be fully accessible for all. As noted in the SPD, some of the buildings such as Dyne House are towards the end of their useful lifespan, and so whilst the School is successful now, redevelopment to provide better academic facilities that enable inclusive access are supported by National Planning Policy and London Plan policy. It is therefore considered appropriate to enable improvements that meet academic need and achieve these benefits, as well as potentially wider community benefits.</p>
Concern that without the need justified, the level of development could harm the character, heritage and amenity of the area and is not balanced against these issues and so does not outweigh the potential harm	It is acknowledged that the need for the specific facilities proposed is an important consideration in the planning balance. <b>Change.</b> The SPD has been revised to clarify that when strategic proposals in the SPD come forward the development quanta proposed should be justified within planning applications to assist in the weighing up of the planning balance against potential impacts on designations and amenity affecting each site. Furthermore, additional changes have been made to the site specific guidance sections of the SPD to clearly indicate and, where necessary, strengthen guidance on amenity, heritage and other impacts, as set out in the sections below.
Has the School considered using its existing property assets to meet the need, especially properties on Broadlands Road.	These have been considered and are outlined within the SPD under alternative options. These were discounted due to timetabling and distance, making them unfeasible. Specifically the increased distance from the Senior School for both

Respondents Comments by Issue	Council's Response / amendments to draft document
	pupils and teachers would have significant adverse impact to the timetable. The travel time would be incompatible with 35 minute individual music lessons but facilities in Dyne House could be retained. <b>Change.</b> The SPD has been amended to give further detail as to why these buildings are not viable to be used, with regards to facilities need, timetabling and pupil movement and time.
<b>Simultaneous Applications</b>	
The SPD should require applications to be submitted simultaneously in order to give an overall picture of development intentions and so they can be assessed holistically	<p>The SPD does not preclude the School coming forward with applications for proposals that are either not included in the SPD, or differ from the SPD (i.e. in a different location, for example). Such applications would be assessed against the policies contained in the Council's development plan, which includes the London Plan and the Haringey Local Plan. The SPD would be a material consideration to the extent that it is relevant to the proposal.</p> <p><b>Change.</b> Given the cumulative impacts of the proposed developments, the SPD has been revised to include clearer guidance that the strategic proposals outlined in the SPD are submitted simultaneously, so that the developments can be seen in the round, and that cumulative impacts across the various development sites can be assessed.</p>
SPD should require simultaneous applications but stipulate staggered implementation of these projects and each must have a robust Construction Management Plan that recognises and mitigates the amount of demolition and construction traffic that will be generated.	<p>The SPD has a ten year time frame, and as set out in the implementation section, these projects would not necessarily be delivered concurrently.</p> <p><b>Change.</b> For clarity, the SPD has been amended to give more detail on the indicative timetable for development and to demonstrate that major works will not be taking place at the same time. The SPD also clarifies that Construction Management Plans that look at all works that may take place should be submitted with applications.</p>
Could it be written into the SPD that a pre application stage of 6 weeks will be afforded to the community before full planning applications are submitted	The existing Local Plan requires that all new development confidently addresses feedback from local consultation (Policy DM1). The Council's Statement of Community Involvement recommends applicants of major schemes to undertake early community involvement before submitting an application to the Council. It is the responsibility of the applicant to conduct pre-application community involvement. For major planning applications the Council requires that, at the point of submission, the applicant identifies the consultation undertaken and its results, together with how this has been incorporated into the submitted planning

Respondents Comments by Issue	Council's Response / amendments to draft document
	application. The SPD has been amended to clarify that any planning application will be subject to mandatory consultation with local residents in line with planning legislation and also additional consultation as per the Council's Statement of Community Involvement. The School has committed to continue to engage with neighboring occupiers, and through already established fora such as the Highgate Neighbourhood Forum and the Highgate Conservation Area Advisory Committee. <b>Change.</b> Text has been added to the SPD to highlight this commitment.
Concern that if one application is refused, the School may try to justify the delivery of additional facilities in larger buildings on other sites	Once adopted, the SPD will set a positive framework for future development. In the event of a refusal, and future application would still have to accord with the Development Plan and any material considerations including this SPD.
<b>Pupil Numbers</b>	
The SPD should have a clear commitment that Pupil Numbers are not to exceed existing licensed capacity	The Council has confirmed with the School's administration that the School does not intend to expand its pupil numbers above those already allowed for in its Department for Education license. <b>Change.</b> The SPD text has been strengthened to clarify this, and to re-iterate that the proposals within it are to meet the modern academic needs of the School's current population and are not needed or proposed to accommodate any further expansion.
If permission is granted, a condition should be attached that limits the number of students on site to the existing licensed capacity	As set out above, the programme of strategic proposals in the SPD is not intended to support an increased pupil body. Consideration will however be given at application stage as to whether a condition of the type proposed could be appropriate.
If Highgate School's development for additional space is approved, the School may then in future turn to the DfE and seek an increase in pupil numbers on the basis that it then had additional capacity. The SPD needs to guard against this.	As above, the SPD text has been strengthened to clarify that the works are to accommodate the existing School population, and to re-iterate that the proposals within it are to meet the modern academic needs of the School's current population, and are not needed or proposed to accommodate any further expansion.
<b>Further Engagement</b>	
The SPD should include a requirement to create a new standing consultative group consisting of representatives from local Schools and other key	The existing Local Plan requires that all new development confidently addresses feedback from local consultation (Policy DM1). The Council's Statement of Community Involvement recommends applicants of major schemes to undertake

Respondents Comments by Issue	Council's Response / amendments to draft document
local organisations to ensure the effective implementation of a sustainable transport plan for Highgate Village and the Neighbourhood Plan	<p>early community involvement before submitting an application to the Council. It is the responsibility of the applicant to conduct pre-application community involvement. For major planning applications the Council requires that, at the point of submission, the applicant identifies the consultation undertaken and its results, together with how this has been incorporated into the submitted planning application. Any planning application will be subject to mandatory consultation with local residents in line with planning legislation and also additional consultation as per the Council's Statement of Community Involvement.</p> <p>The School has undertaken extensive public consultation to date and will display information relating to future planning applications within the School Museum. It will also continue to liaise with established forums such as the Highgate Neighbourhood Forum and the Highgate Conservation Area Advisory Committee (also see below response). <b>Change.</b> Text has been added to the SPD to highlight this commitment.</p>
Request that the School could establish a version of a Community Review Panel (used by a number of local authorities) including representatives from key community organisations to create a regular and constructive forum for dialogue.	A number of existing forums operate in Highgate and are consulted by the School, particularly of relevance are the Highgate Neighbourhood Forum, Highgate Society and Highgate Conservation Area Advisory Committee. The Highgate Neighbourhood Forum is consulted on planning applications within this area and would be the appropriate body for ongoing dialogue.
The SPD should make specific provision requiring the School to engage in pre-application consultations with full details for each site and over a reasonable length of time.	<b>Change.</b> The SPD has been amended to clarify that any planning application will be subject to mandatory consultation with local residents in line with Planning Legislation and also additional consultation as per the Council's Statement of Community Involvement. The Council's Statement of Community Involvement recommends applicants of major schemes to undertake early community involvement before submitting an application to the Council.
Concern over the priorities of the Council in obtaining pre-application fees, and role in preparing this SPD in conjunction with the School	The Council is the local planning authority and has the role of preparing policy and guidance. Policy is adopted by Cabinet/Full Council. Policy and guidance should be informed by working with key stakeholders, including landowners, particularly where this is site specific, and this is encouraged in national guidance. Planning applications are determined by Planning Sub Committee which is separate from Cabinet. This is a very normal process and division of responsibilities for planning authorities across the country.

Respondents Comments by Issue	Council's Response / amendments to draft document
<b>Indicative Building Heights and Massing</b>	
<p>Adopted Site Allocation SA41 indicates that an SPD will include details of building heights and massing. This is missing and should be included as the SPD is inconsistent with what the Development Plan expects it to do and fails to accord with it.</p> <p>Many of the sites are sensitive, and indicative heights and massing are needed to illustrate how they can be developed without negatively impacting the Conservation Area, Metropolitan Open Land, Views and Highgate Bowl. The SPD should consider in more detail issues regarding heights and design.</p>	<p>The SPD contains guidance as to how the impacts of any building including its height and massing should be considered. It is considered that the best place to assess detailed matters such as heights and designs is at the planning application stage; the SPD could not realistically prescribe these given the numerous impacts that will need to be considered on each site, and over the course of the 10 year SPD period. Instead it is considered appropriate that the SPD clearly highlights these potential impacts and site constraints and gives guidance as to how any development proposal should deal with these and result in a good design that protects amenity, heritage and character.</p> <p><b>Change.</b> Text within each of the relevant sites in the SPD subject to redevelopment has been strengthened to make clear how the constraints including neighbouring impacts should be considered in relation to a submitted application's massing, height and design, to ensure that planning policy requirements can be addressed, the development's overall design is appropriate and that the academic needs demonstrated for the development do not override or take precedence over the need for good design and are balanced against overall impacts of the development.</p>
<p>Concern the identified need will effectively dictate the scale and height of the required building and make it far more difficult to resist harmful impacts arising from excessive heights, massing and scale</p> <p>Objection to the lack of detail on heights and massing, linked to the need for accommodation being the driver for any final design</p> <p>The "need" for new buildings should be balanced by appropriate heights and design considerations (including massing, bulk, footprint) which preserve the significance of the heritage assets and</p>	<p>It is acknowledged that the need for the specific facilities proposed is an important consideration in the planning balance. <b>Change.</b> The SPD has been revised to clarify that when strategic proposals in the SPD come forward the development quanta proposed should be justified within planning applications to assist in the weighing up of the planning balance against potential impacts on designations and amenity affecting each site. Furthermore, additional changes have been made to the site specific guidance sections of the SPD to clearly indicate and, where necessary, strengthen guidance on amenity, heritage and other impacts, as set out in the sections below.</p>

Respondents Comments by Issue	Council's Response / amendments to draft document
<p>residential amenity.</p> <p>The SPD has a high level of detail provided by the School in terms of the facilities and floor space required. This makes the SPD inherently unbalanced as the needs of the School will be enshrined in the SPD but building heights and design are not</p>	
<b>Dyne House</b>	
<p>The current Dyne House development sits in line with the historic building line of the previous building(s) which occupied the Dyne House Site. The current building line thus respects the historic pattern of development of the site and protects the views down Southwood Lane. The SPD should include guidance that any redevelopment should respect the historic alignment of the footpath and be set back as now for amenity, heritage and protection of views.</p>	<p>It is agreed that maintaining the current building line would help protect the historic character of the area, and so guidance on this has been inserted. <b>Change.</b> Text has been added to the SPD to clarify that the design should respect and minimise impacts on views along Southwood Lane and that the building line of any redeveloped building should be carefully considered to respect those views and the streetscene.</p>
<p>The SPD needs to clarify whether the informal assembly area is included in the draft needs, and if it is essential to safe use of the tunnel and if so justify this.</p>	<p>The School has clarified that there is no location within the Senior School campus for the entire School to gather.</p>
<p>The retention of the existing tree canopies to preserve amenity and character of Highgate Bowl should be added to the site guidance.</p>	<p>The SPD clarifies at 5.86 that existing trees of value should be retained and 5.89 also states that a key aim is to conserve the landscape structure of mature trees and openness. This is also referenced within the Dyne House site where the SPD clarifies that proposals should consider protected trees along the boundary of the Parade Ground and include within landscaping of the site. It is therefore considered the SPD provides guidance on this to ensure trees are properly</p>



Respondents Comments by Issue	Council's Response / amendments to draft document
	protected and taken into account. <b>Change.</b> The SPD has however been amended to link the importance of trees on this site to their role in the amenity of Highgate Bowl.
Request that any redevelopment incorporate green roofs where possible and that all protected trees are retained	The SPD and Local Plan policies support these proposals generally. <b>Change.</b> Whilst the guidance for this site already mentions that green roofs should be considered, this has been amended to specifically reference the benefits of incorporating green roofs and the important role of trees on this site. As noted above, the protection and importance of trees is incorporated within the overall aims of the SPD.
The drama studio behind Dyne House should not be demolished – it could be repurposed and any demolition and rebuild would cause noise and disturbance to immediate neighbors	The current building is inaccessible for those with mobility issues and has a very limited audience due to its design and so is not considered essential for retention. The SPD sets out that amenities of adjoining residential properties be safeguarded in accordance with Policy DM 1 and, where possible, improved.
Whilst detail is lacking on heights in the SPD, it should therefore include text to state that any building on the Dyne House site should not exceed the roof heights of the existing buildings at Dyne House itself and not exceed the eaves line of any backland buildings	It is considered that the best place to consider and assess detailed matters such as heights and design is at the Planning Application stage; the SPD could not realistically prescribe these given the numerous impacts that will need to be considered on each site. <b>Change.</b> The SPD has been amended to further stress the importance that any buildings final design should also respect important local views and character across the Highgate Bowl and ensure that impacts on these are minimised.
The SPD should address the potential for underground excavation and management of spoils which should not result in HGV's using Kingsley place	<b>Change.</b> The text regarding Dyne house has been strengthened to confirm that impacts on neighbouring properties, including excavation or any potential basement works, must be considered in line with relevant Local Plan and Neighbourhood Plan policies. Future proposals must include a Construction Management Plan. (Also see construction impacts response re Neighbourhood Plan Policies on Basement impacts being required)
The SPD partly excludes the main part of the (former) CCF Parade Ground from the framework diagram (page 70).	<b>Change.</b> The diagram has been amended.
The SPD needs to clearly protect the parade ground as open land and in respect of its local open space designation	The School plans to maintain the open nature of the Parade Ground as an important amenity space within the Senior School Campus.

Respondents Comments by Issue	Council's Response / amendments to draft document
The SPD should seek to preserve the fabric of the gymnasium which is listed and consider possible conversion for academic uses. Any redevelopment should not be higher than as is given proximity to neighbouring houses and their windows.	The gymnasium is not a Listed Building. The current building is inaccessible for those with mobility issues and has a very limited audience due to its design and so is not considered essential for retention.
The supporting Bidwells Accommodation Analysis appears to exclude Dyne House from its appraisal of the School's existing accommodation and its options analysis. This needs rectifying and publishing	The School has confirmed that this is not an omission. The document, which is only a supporting document to the SPD, considers alternative sites for the Dyne House accommodation.
Concern that the heights of any built development in the land behind the current Dyne House, where the lower buildings and Gibbons Garden are currently located, should be sensitively controlled, and this is not specified currently. The heights of any built development in this backland area should respect the topography of the site, the openness of the Bowl and the heights of neighbouring buildings.	The Council agrees that this is a sensitive location for new development. The SPD sets out a full range of considerations which future proposals should have regard to.
Any redevelopment should be designed to be similar to the original Southwood Lane Georgian style	The SPD guidance states that the design should address the streetscape along Southwood Lane, carefully respecting the character of the Highgate Conservation Area and the adjoining Listed buildings, the potential physical impacts on these buildings and their structural integrity, in their setting and their wider historic environment is preserved and enhanced. It is not considered appropriate to require one specific style however.
The parking spaces at the front should be retained or replaced so as to avoid undue pressure on on-street spaces	This issue will be considered at the point of an application being made.
Request that the SPD include provision that the area called Gibbons Garden remain open and not built upon due to concerns on privacy and views	It is intended that this area remains open.

Respondents Comments by Issue	Council's Response / amendments to draft document
of neighbouring houses	
The SPD envisages Dyne House being more self-contained and therefore with less tunnel traffic (6.48). But on the other hand, the School complains of current congestion and the desirability of new building at the Dyne House frontage to widen tunnel access. The SPD text is therefore in conflict	This is a requirement to ensure compliance with the Equalities Act (formerly DDA).
<b>Highgate Bowl and Views</b>	
Important local views, including in and out of the Highgate Bowl need greater protection in the SPD.	As noted above, these concerns particularly relate to the redevelopment of Dyne House given its proximity to Highgate Bowl and these views. <b>Change.</b> The SPD has been amended to further stress the importance that any building's final design should also respect important local views and character across the Highgate Bowl, and ensure that impacts are minimised.
Private views into the Bowl from Southwood Lane and residential properties and gardens should be protected in the SPD	The SPD clarifies that on this site particular regard needs to be had towards the amenities of adjoining residential properties.
The SPD should include protection for views up and down Southwood Lane	The response above to the guidance on Dyne House states it is agreed that maintaining the current building line would help protect the historic character of the area, and so guidance on this has been inserted <b>Change.</b> Text has been added to the SPD to clarify that the design should respect and preserve the views along Southwood Lane and that the building line of any redeveloped building should be carefully considered to respect those views and the streetscene.
Stronger links to protections for the Highgate Bowl need to be incorporated into the SPD including links to policies in the Highgate Neighbourhood Plan such as KS3.3	<b>Change.</b> Links and text to these policies have been inserted for clarity
<b>Far Field</b>	
Concern about the possibility of artificial	It is considered that the current text within the SPD gives sufficient guidance and

Respondents Comments by Issue	Council's Response / amendments to draft document
floodlighting being introduced which could impact amenity and Kenwood North Wood and important wildlife habitats	control to ensure that works in this area will not harm overall amenity and should help improve biodiversity. The existing playing pitches are a mono-culture, heavily mowed and so in themselves offer no real biodiversity value. Landscaping works associated with playing pitch improvements offer the opportunity to improve biodiversity value on this site. <b>Change.</b> The SPD has been amended to state that any proposals for lighting would be subject to assessment of impacts and should take into account the site's context and particularly biodiversity. Text has been inserted to clarify that the works are to meet modern academic needs and to enable the pitches to be used throughout the year and to improve biodiversity value.
Concern that introducing artificial pitches may lead to a decline in biodiversity	The existing playing pitches are a mono-culture, heavily mowed and so in themselves offer no real biodiversity value. Landscaping works associated with playing pitch improvements offer the opportunity to improve biodiversity value on this site
Suggestion that there should be an increase in biodiversity and environmental quality secured on the site specified in the SPD	The existing playing pitches are a mono-culture, heavily mowed and so in themselves offer no real biodiversity value. Landscaping works associated with playing pitch improvements offer the opportunity to improve biodiversity value on this site, and this is stated within the SPD.
Any pitch improvements should be overseen by a sports agronomist, and should meet Sport England's Playing Field Policy and the NPPF, particularly paragraph 97. This should be noted in the SPD.	<b>Change.</b> The SPD has been amended to insert text to reference these policies, guidance and the benefit of a sports agronomist in developing proposals.
Sport England stated there should be a clear demonstration of local need (not just School need) for a proposed Artificial Grass Pitch/green artificial surface to meet the Sport England Playing Pitch policy	Noted. This need should be demonstrated at planning application stage.
<b>Richards Music Centre</b>	
Suggestions that the Music Centre can instead be sensitively remodeled, and that the roof should not be higher than currently, and windows not be	Whilst the building is a positive contributor to the area, it is not listed. As such, the SPD sets out that redevelopment may be acceptable where the needs for a modern accessible facility are demonstrated, and that any new building would

Respondents Comments by Issue	Council's Response / amendments to draft document
added to the southern elevation to protect neighbouring amenity	also make a positive contribution to the area. It is not considered appropriate within existing policy to protect non listed buildings from any redevelopment where the benefits of redevelopment can clearly be demonstrated. The Council requires further detailed heritage statements and impact assessments to be produced in support of specific development proposals, which are to be submitted at the detailed planning application stages and this is stated in the SPD. <b>Change.</b> The SPD text for this site has been amended to clearly clarify this.
The building contributes positively to the character of the area, and so any justification for redevelopment would therefore need to be based on a clear understanding of the public benefits set against the significance of the building in accordance with NPPF paragraph 196 (less than substantial harm). The SPD should set out this approach.	It is acknowledged that the current building is a positive contributor. <b>Change.</b> As per the answer above, the text has been strengthened, and references national policy as set out in the NPPF.
Question over whether the building is actually unfit for purpose, given the success the School has had in subjects being taught there	The existing building's layout and its form of construction severely compromise its use for any educational purpose. There are also problems with the building's drainage and foundations.
<b>Mallinson Sports Centre</b>	
Sport England recommends that the SPD indicates that any replacement facilities should, at least, provide the same facilities as those lost unless they are clearly identified as surplus.	The SPD includes guidance to ensure it is clear that any replacement building should not impact any further than current buildings on the openness of the MOL and amenity. <b>Change.</b> This has been revisited to be made more explicit. The SPD also includes guidance that states that new facilities should enhance sporting facilities in line with Local Plan requirements. <b>Change.</b> Additional text has been added to state that any application should clearly outline how the facilities in any new building replace those already in situ to ensure there is no unjustified loss of provision.
Concern regarding the impact of redevelopment on the open aspect across fields on either side	The SPD contains guidance that states that any redevelopment must preserve and enhance the character of the Highgate Conservation Area and respect and enhance the view across the Metropolitan Open Land. It is considered that this should ensure that any redevelopment must retain the open aspect.

Respondents Comments by Issue	Council's Response / amendments to draft document
<b>Impact on Highgate Village Infrastructure</b>	
The SPD should consider the impact of building works on Highgate Village, and the viability of businesses within it, as construction may deter shoppers	A Construction Management Plan will be required to be submitted with all applications, and deal with highways impacts to ensure additional traffic as a result of development can be managed acceptably.
<b>Sustainability</b>	
The SPD should go further on sustainability measures including requiring the estate to achieve zero carbon by 2030.	The Council expects all new developments within the School to be Zero Carbon in accordance with the London Plan and Haringey's Local Plan Policy SP4. An SPD cannot introduce policy requirements that would introduce new policy on standards to be achieved.
Support for retrofitting of buildings to improve sustainability, not just achieving BREEAM standards on extensions or new build and this should be included within the SPD guidance.	SPDs cannot introduce new policy requirements, they can only provide further guidance on adopted policies. Therefore Local Plan policies will continue to apply for any redevelopment and they must meet those minimum requirements as currently stated in the SPD, and in recognition that these standards may well be increased during the lifetime of this SPD. However, the SPD can incentivise best practice and include aspirations for achieving better sustainability outcomes. <b>Change.</b> The SPD has been amended to further elaborate in the sustainability section that the School should seek to maximise and go above current standards where feasible, and where works include extensions to buildings rather than wholly new buildings that opportunities to incorporate further sustainability measures in the rest of the building should be explored to help the estate move towards zero carbon.
Suggestions that the SPD include text to require applications for extensions to include a Decarbonisation Report for the whole building and the current version of the School's Sustainability Plan as should all other applications.	The School will submit information consistent with the Council's development plan requirements and that required by the Council's planning applications validation checklist.
Comment that the SPD should detail that pollution to be monitored as part of the School's Sustainability Plan; that Applications will demonstrate that car parking places will not	SPDs cannot introduce new policy requirements, they can only provide further guidance on adopted policies. The School will be required to comply with the development plan requirements around pollution monitoring and car parking. Existing Local Plan and London Plan policies require details of cycling and

Respondents Comments by Issue	Council's Response / amendments to draft document
increase; will provide details of bicycle storage, delivery vehicles and electric charging points.	charging points to be submitted with applications to meet the standards in the London Plan. Additionally the SPD acknowledges that the School is conscious that to improve cycle connectivity, suitable internal facilities (showering facilities, bike racks etc.) need to be appropriate and readily available. The Council will support proposals for improving the use of sustainable transport modes.
Respondents invited the School to work with existing local climate action groups to deliver on its ambitious sustainability targets including Zero Carbon by 2030.	This is a matter for the School and local groups, should they wish to work together, and cannot be a requirement in an SPD. The Council strongly encourages working towards zero carbon in line with its existing Local Plan and emerging Climate Change Action Plan
<b>Transport</b>	
Concern that any redevelopment, including construction works would worsen traffic congestion and safety rather than improve it, and that there are already issues with parking. It was requested that impacts must be demonstrated cumulatively, not individually by scheme and stated in the SPD.	It should be noted that the School is not seeking to undertake development that would lead to a significant impact in terms of traffic generation. The proposals are to accommodate the existing School pupil body. However, the SPD does contain guidance ensuring that walking and cycling are prioritised, and that the School continues to work to ensure parking is managed effectively. The SPD also requires the School's Travel Pan to be updated where new development would necessitate this such as where it could lead to a variation in travel patterns. <b>Change.</b> Text has been amended to make clear a travel plan should be submitted to take into account the cumulative impacts of each application, and be updated iteratively if necessary.
The SPD should highlight that the School should produce a transport assessment (TA) and an updated Travel Plan for the entirety of the estate to be submitted alongside future applications, which Transport for London should be consulted on.	The SPD states that the Council will require construction and implementation programmes of all development projects within the Transport Assessments in order for the Council's transport officers to assess traffic impacts during and after construction periods. <b>Change.</b> Text has been amended to make clear a Travel Plan should be submitted to take into account the cumulative impacts of each application, and be updated iteratively if necessary.
The SPD should commit to including improvements including more use of buses (including School buses) and promoting walking and cycling, or park and ride to reduce traffic and parking impacts in the area particularly around the number of children being driven to and from	The SPD highlights that the School is looking at initiatives to reduce cars on the road through alternative approaches to encourage staff and parents or carers to use alternative modes of transport or, in cases where this is not genuinely feasible, as an alternative, to use a car for only part of the journey to School with walking/public transport being used for the last stage (e.g. 'Park and Stride').. These aspirations are linked to development requirements and so will be

Respondents Comments by Issue	Council's Response / amendments to draft document
School and the parking impacts of this.	illustrated in Travel Plans submitted with planning applications.
The SPD should clarify that travel by car should be decreased and active travel modes prioritised.	The SPD promotes sustainable travel patterns, and also states that sites with existing car parking that come forward for development will need to justify the retention of those spaces having regard to the relevant Public Transport Accessibility Levels of each site, the policies of the statutory development plan and the NPPF and the operational requirements of the School. Local Plan policies that require car parking to be minimised will also apply to any proposal.
Active travel infrastructure, such as bike racks and lockers should be provided and detailed in the SPD requirements and meet London Plan policies on provision of cycle parking.	Existing Local Plan and London Plan policies require details of cycling parking to be submitted with applications to meet the standards in the London Plan. Additionally the SPD acknowledges that the School is conscious that to improve cycle connectivity, suitable internal facilities (showering facilities, bike racks etc.) need to be appropriate and readily available. The Council will support proposals for improving the use of sustainable transport modes.
Future developments should look to decrease car parking. Existing car parking should not be an acceptable justification for retention of spaces and this objective should be included in the SPD.	The SPD states that sites with existing car parking that come forward for development will need to justify the retention of those spaces having regard to the relevant Public Transport Accessibility Levels of each site, the policies of the statutory development plan and the NPPF and the operational requirements of the School. Local Plan policies that require car parking to be minimised will also apply to any proposal.
The SPD should refer to Active Travel and Active Design guidance to ensure it aligns with NPPF and Sport England policy	<b>Change.</b> The SPD has had additional text inserted in the Travel to School section to link to these.
Concern with regards to the impact on air pollution and noise from cars and buses idling whilst waiting to pick up children	It is acknowledged that this is an issue currently, however the SPD cannot control this. These concerns have been passed to the Council's Highways Department for consideration with a potential action being to enforce no idling policies.
The SPD should ensure that Vision Zero and the Healthy Streets Approach are embedded in all new development.	<b>Change.</b> The SPD text has been amended in the Travel to School section and Transport and Pedestrian Environment section to capture and link to these approaches and aspirations.
<b>Metropolitan Open Land</b>	



Respondents Comments by Issue	Council's Response / amendments to draft document
Concern that the expansion of the School may lead to planning applications on MOL	The SPD is clear where development proposals are to be located. Any proposal on MOL would be assessed against London Plan and Local Plan policies regarding the protection of MOL. It should be noted that the purpose of the SPD is to confirm all the School's strategic proposals over the next ten years to avoid this.
Requests that guidance relating to MOL is strengthened and specifies taking into account context. More emphasis on the strategic policy protection of MOL across the SPD as a whole: MOL protection is not explicitly listed among the objectives of the SPD	<p>The SPD contains guidance in regard to proposals in the vicinity of MOL that its openness and function must be considered and protected. In this regard, existing Local Plan policies protecting MOL will be applied, and these do not need to be replicated in the SPD but are signposted.</p> <p><b>Change.</b> Further emphasis on the strategic policy protection of MOL across the SPD as a whole has now been explicitly listed including among the objectives of the SPD (pages 3-4).</p>
Concern about the damage to the biodiversity, trees and wildlife on Metropolitan Open Land (MOL) as part of new developments through the impact of construction and decanting strategies	Detailed consideration as to whether any temporary use on MOL is acceptable will occur when formal planning applications are made and this would be subject to a Section 106 planning obligation agreement. <b>Change.</b> In response to these concerns, additional text is included in the amended SPD to clarify the considerations that will be taken into account for the principle of any temporary use.
The SPD should clarify that site-specific proposals need to accord with MOL policy protection in their own right, particularly with regard to the Richards Music Centre	Where development would be inappropriate, this must be robustly supported by very special circumstances that clearly outweigh the harm to the openness of the MOL, and any other harm. Any site-specific proposals need to accord with MOL policy protection in their own right.
Statements about the MOL should fully and explicitly reflect the Intend to Publish London Plan Policy G3 requirements. Paragraph 5.76 on page 58 for example should be reviewed in this context	<b>Change.</b> Updates have been made to reference the Publication London Plan requirements on protecting MOL in Policy G3.
<b>Accessibility</b>	

Respondents Comments by Issue	Council's Response / amendments to draft document
Concern that safe egress for people with disabilities is not being met, such as at the Pre Prep School development	The SPD seeks to improve access to School buildings to ensure safe access is secured. This is re-iterated throughout the SPD.
Reference should be made to Streets for All; Advice for Highway and Public Realm Works in Historic Places (2018) which can be used in public realm improvement works	<b>Change.</b> References to these guidance documents have been inserted into the SPD
Overall general support for inclusive access to buildings	Support noted.
<b>Biodiversity</b>	
Support for biodiversity improvements within the SPD and targets within it including diversifying planting and to green areas and protect open space overall	Support noted.
Concern regarding proposals on MOL such as decanting which could negatively impact biodiversity, trees and wildlife on these sites	The area to be used for decanting is currently a multi use astro pitch. The SPD does clarify that a planning obligation would need to be secured ensuring that the land used would be reinstated following cessation of the temporary use. It also states that development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.
Impacts of buildings can negatively impact light levels in gardens, which can cause issues for biodiversity and trees, and could lead to species loss	These impacts will be assessed at planning application stage. <b>Change.</b> Additional guidance has been added to state that lighting should be appropriate for its purpose in its setting and designed to minimise and provide protection to wildlife
The SPD could consider making provision for Green Infrastructure (GI) within development which could lead to improved access to nature and can also improve public health and quality of life and reduce environmental inequalities.	The SPD highlights the opportunity across many of the proposed sites for green infrastructure to be incorporated such as green roofs, soft landscaping and diverse planting, as well as protecting trees.
The SPD could consider incorporating features which are beneficial to wildlife within development,	The SPD signposts a policy requirement for a net gain in biodiversity and the NPPF requirements. <b>Change.</b> Additional text has been inserted to further

Respondents Comments by Issue	Council's Response / amendments to draft document
in line with paragraph 118 of the National Planning Policy Framework such as guidance on the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment.	emphasise the importance of increasing biodiversity through redevelopment under the Natural Environment section. References to specific improvements that could be made on sites are also highlighted.
The SPD could include guidance that seeks trees being of a species that can grow to building height to help with landscape impacts	The SPD requires that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species 5.86).
Lighting should be designed so that it is not of the bright blue white light that causes issues for biodiversity, and should instead be a warm white tone.	The Council requires that lighting should be appropriate for its purpose in its setting and designed to minimise and provide protection to wildlife. The specific type of light is best considered at planning application stage.
<b>Construction Impacts</b>	
The SPD should reference that where basement development is proposed, it must meet the requirements of the Highgate Neighborhood Plan Policy DH7	The Neighbourhood Plan policies will apply to any proposal within this area and the SPD does not need to replicate or reference all relevant policies. <b>Change.</b> However for clarity text has been added to state that the inclusion of basements within any redevelopment would be supported subject to full compliance with the development plan including the Highgate Neighborhood Plan. As part of any basement development, an impact assessment will be required.
Concern that basement works will lead to excessive noise and vibration to neighbouring properties, and they may endanger the properties' structural integrity	The proposals in the SPD are intended to be delivered over 10 years, and so implementation will be staggered and impacts mitigated. <b>Change.</b> Guidance has been added to the SPD to reference relevant adopted Local Plan and London Plan policies that must be followed to mitigate against construction impacts, in particular referencing the Mayor of London's SPG 'The control of dust and emissions during construction and demolition' (July 2014). Further, the SPD has been amended to advocate that Construction Management Plans should be submitted and where any other development is proposed simultaneously, that the cumulative impacts must be planned for to avoid undue disruption, noise, and emissions during their construction.
The SPD should ensure that a planning obligation or legal obligation that HS obtain and pay for an	This is not a planning matter and is covered under separate legislation.

Respondents Comments by Issue	Council's Response / amendments to draft document
adequate amount of insurance cover against surrounding damage (both during and after construction)	
The SPD should include a clause to manage construction impacts so that developments are staggered to avoid undue pressure on the highway and general impacts of noise and dust	<b>Change</b> The SPD has been amended to state that Construction Management Plans should be submitted and where any other development is proposed simultaneously, that the cumulative impacts must be planned for to avoid undue disruption, noise, and emissions during their construction.
Construction Impacts will negatively affect existing residents in the area through congestion, noise, dust, including pupils at St Michaels over many months	The SPD has been amended to state that Construction Management Plans should be submitted and where any other development is proposed simultaneously, that the cumulative impacts must be planned for to avoid undue disruption, noise, and emissions during their construction.
Construction Management Plans must be required that respond to the amount of demolition and construction traffic that will be generated	The SPD sets out that that these will be required
Construction should be limited to holidays – works taking place are dangerous to children as seen during previous works at the School	Noted, however the SPD itself cannot limit the duration of construction to holidays. These issues will be fully considered as part of the submitted Construction Management Plan.
Temporary classrooms will be too close to areas of significant development works with associated air quality, noise and traffic and delivery impacts that will endanger children	The School will be required to demonstrate at planning application stage that the temporary classrooms will provide adequate amenity to users.
Construction works should not be allowed at weekends to give residents respite from long term construction noise and issues	The School will provide Construction Management Plans and liaise with neighbours to ensure disruption is minimised.
The SPD should state that any basement works must include a commitment to produce archaeological assessments, trials and, if necessary, full archaeological excavations given it is in the Highgate Archaeological Priority Area.	<b>Change.</b> The SPD has been amended to reference Local Plan policy on archaeology that requires this in APAs.
Concern about the impact of basement construction on underground rivers which could	This is a detailed issues which will be considered at planning application stage.

Respondents Comments by Issue	Council's Response / amendments to draft document
lead to flooding and the sloping nature of the site could pose issues (Dyne House site)	
<b>Community Access</b>	
The SPD should contain much more detail on the School's impact on local people and businesses, how the negative impacts will be mitigated and the positive ones enhanced including more of a commitment to community access e.g. guarantee 10 meeting rooms a year to all local groups and a number of uses of performance spaces per year on an annual basis.	The SPD and the Highgate Neighbourhood Plan both set out an expectation that the proposals should where possible, provide for enhanced community benefits. The extent of access to the new facilities will form part of the assessment of the detailed planning applications for these facilities.
Support for improved community access to facilities overall	Support noted
New sports facilities should be designed to enable community use as this would help the management and maintenance of such uses and would therefore meet Sport England's Policies and the NPPF, paragraph 97	<b>Change.</b> Reference to this Policy and guidance has been inserted into the Mallinson Sports and Far Field site guidelines sections, noting that any access will be subject to safeguarding requirements of the School.
The SPD should make provision that it expects community use agreements to be put forward in respect of the proposed facilities on the Dyne House Site and that those agreements must be the subject of consultation with local residents	The extent of access to the new facilities will form part of the assessment of the detailed planning applications for these facilities via a Community Use Agreement
The SPD should clarify that community use is different from hire of the School's buildings for private events or commercial use which would lead to additional and unacceptable impacts on residential amenity outside of School hours and term	The Council expects that planning applications will include Community Use Agreements, where appropriate. These will be reviewed by officers as part of the application process to establish the potential benefits and likely impacts.
Concern that existing evening uses already cause traffic problems, and that commercial use,	The SPD seeks sustainable forms of travel to be incorporated into proposals. Additional community use and the impacts of these including transport must be

Respondents Comments by Issue	Council's Response / amendments to draft document
particularly of Dyne House outside School hours/days would be a further impairment of residents' current home amenity.	detailed at application stage in a Transport Assessment which takes into account all of the proposals cumulatively.
<b>Island Site</b>	
This is a sensitive site and so the SPD should have further guidance that states that the area between Big School and the Science block should not be regarded as a 'back yard' but part of the historic context of Highgate and the Conservation Area	The SPD references sustainability and access in general so that they cover all sites. <b>Change</b> The guidance has been strengthened to reference the amenity of neighbouring occupiers and to give further detail with regards to the heritage and design solutions that could be utilised.
Suggestion that the SPD should state that proposals to build on or above open space should be resisted	The Council's existing Local Plan policies set out the protection which should be given to designated and undesignated open spaces.
Additional guidance requested for this site to include more detail on design and streetscape along Southwood Lane, heritage impacts, access and useability of the tunnel and amenity, sustainability and safety impacts are considered	The SPD contains guidance on these matters especially regarding access and useability of the tunnel and requirements for improvements .
SPD must provide special protection to guard against further quality of life impacts on the private properties and families therein that are situated in the "Highgate School Island" bound by Southwood Lane, Castle Yard and North Hill on three sides including overlooking.	The SPD contains guidance on this that states the design should address the streetscape along Southwood Lane, carefully respecting the character of the Highgate Conservation Area and the adjoining Listed buildings, the potential physical impacts on these buildings and their structural integrity, in their setting and their wider historic environment is preserved and enhanced and to ensure regards is had to the amenities of adjoining residential properties.
<b>Pre-Preparatory School</b>	
Requests that the application that has been submitted for this site is not determined until the SPD is finalised, noting that the proposal submitted for planning permission includes 3 classrooms not 2 as specified in the SPD	A planning application for the extension to the Pre-Preparatory building to provide three additional classrooms, a library, covered outdoor play space and level access to the existing school building was granted in January 2021 (HGY/2020/2980). This was brought forward in advance of the SPD as a result of a demonstrable operational need as set out within the application documents.

Respondents Comments by Issue	Council's Response / amendments to draft document
	<p>The Council cannot preclude the School coming forward with applications for proposals that are either not included in the SPD, or differ from the SPD (i.e. in a different location, for example). Such applications would be assessed against the policies contained in the Council's development plan, which includes the London Plan and the Haringey Local Plan.</p> <p>Works currently occurring on the site should not be seen as pre-empting the outcomes of the SPD, as provided these have the appropriate planning permissions (and other consents), they can occur notwithstanding the SPD process (a number of representations expressed concern in this regard).</p>
<b>The Orchard</b>	
Request that the SPD states that the School should appoint an Ecological Consultant to produce proposals for the maintaining and improving the area as an ecological teaching space as it is area is an important area in the local green chain ecologically. On the east and south side, it is bounded by the last remaining original pre-development Hedgerow outside Hampstead Heath	It is outside the scope of an SPD to require this for the Orchard – in this instance this is an estate management issue rather than a planning issue.
<b>Other Comments</b>	
The SPD states that the School intends to demolish five Edwardian residences, 4-12 Bishopswood Rd and a further 6,800 sq m of dwellings further along, at 20-24 Broadlands Rd, but in accommodation needs assessment states they are too far to be used for educational purposes, but at page 33 says it is likely the demolition would be required for educational purposes. Inconsistent.	The SPD does not state they are needed for academic purposes on page 33. It states that the conversion or redevelopment of the site for education would be resisted by the Council on the basis of loss of residential floorspace and in relation to heritage impact. In addition, the location of these sites would not be feasible in relation to the specific academic requirements.
Music rehearsals should be located away from Dyne House as they cause noise pollution to	Potential noise impacts will be considered in detail at Planning Application stage with proposed mitigation such as soundproofing and conditions on windows

Respondents Comments by Issue	Council's Response / amendments to draft document
nearby dwelling, and instead be undertaken in buildings in a less populated area	opening thoroughly reviewed.
The SPD does not make clear which School buildings are to be retained or refurbished and which to be demolished	This is set out in section 6 as to the option for each site. <b>Change.</b> Text within this section has been revisited to clearly clarify this
Sport England objects to the loss of sport facilities during construction unless there are measures imposed to mitigate this loss. If no mitigation is provided then this temporary loss would be contrary to the NPPF and Sport England Policy. Sport England recommend that the SPD indicates that the impact of the temporary loss of sports facilities must be mitigated in order to align with national policy.	<b>Change.</b> The SPD has been amended to highlight this expectation.
In 7.1 of the SPD, it is mentioned that the normal 3 year period for consent life-span may be considered. The School should have to function within the normal rules	This has been added as a consideration so that applications can be submitted simultaneously so their cumulative impacts can be assessed, but noting that development is proposed over a ten year period. Without this clause, applications would necessarily need to be submitted individually close to when the construction was anticipated, and so losing the overall analysis that is possible through allowing for them to be submitted and assessed simultaneously.



## Appendix 2 – List of Consultees and Respondents

### Respondents

1. Delva Patman
2. Highgate Conservation Area Advisory Committee
3. Highgate Society
4. Adam Garfunkel
5. Cllr Liz Morris
6. Jill Kerslake
7. Sport England
8. Christina Nolan
9. Emma Nolan
10. Kingsley Place and Somerset Gardens Residents Association
11. Laura Marshall Rowe and Robert Rowe
12. Highgate Neighbourhood Forum
13. Southwood Lane Residents Association
14. Jane and Ken Price
15. Sarita Singh
16. Nicolette David
17. S.T Fielder
18. John Caird
19. Friends of Highgate Bowl
20. Janet Jones
21. David Causer
22. Stuart Bull & Susan Vinson
23. Nancy Hallett
24. Michael Fadil
25. Jai Singh
26. Arlene Polonsky
27. Pascale Waltho
28. Pete Franklyn
29. James Slessenger
30. Greater London Authority
31. Paul Beuselinck
32. Transport for London
33. Stuart Bull

- 34. Highways England
- 35. Natural England
- 36. Environment Agency
- 37. Rosie Slosek
- 38. Historic England
- 39. Stephen and Leila Hodge
- 40. LB Camden

# Highgate School Supplementary Planning Document





# Table of Contents

<b>1.0 Foreword</b>	<b>1</b>
<b>2.0 Introduction</b>	<b>2</b>
Purpose of the SPD	2
Process of Preparation	3
<b>3.0 Highgate School and the Community</b>	<b>5</b>
School Site Context and History	5
Community Context and History	19
Chrysalis Partnership Teaching	20
Community Partnerships	21
<b>4.0 Requirements of of Highgate School</b>	<b>22</b>
Academic Requirements	22
Dedicated VI <sup>th</sup> Form Centre	23
Senior School Drama Provision	23
Senior School Music Provision	24
Internal and External Sports Facilities	24
Building Refurbishment and Modernisation Needs	25
Other Educational Factors	Error! Bookmark not defined.
Charitable	25
Community	26
Accessibility and Inclusivity	26
Movement around the Site	27
Sustainability	29
Travel to School	30
Staff Retention	Error! Bookmark not defined.
Heritage	30
'Smartening-Up' and Security	30
Residential Properties	31
Site Challenges	31
Alternatives Considered	Error! Bookmark not defined.
<b>5.0 Planning Policy Context</b>	<b>44</b>
Introduction	44
The Policy Context for this SPD	44
Built Environment	47
Land Uses	50
Historic Environment	52
Metropolitan Open Land	55

Sports	62
Transportation & Pedestrian Environment	62
Sustainability	65
<b>6.0 Highgate School Masterplan</b>	<b>69</b>
Bishopswood Road Campus	71
Mallinson Sports Centre	71
Richards Music Centre	72
Far Field	74
Pre-Preparatory School	75
Temporary Decant	75
Other Properties	75
Senior School Campus	76
Science Block	76
Dyne House and Island Site Tunnel Access	77
<b>7.0 Implementation and Monitoring</b>	<b>81</b>
Implementation	81
Indicative Construction Programme	81
Decant Strategy	82

## 1.0 Foreword

### FOREWORD

#### **Councillor White, Portfolio Holder for Planning and Corporate Services**



- 1.1 The Council has developed this SPD in partnership with Highgate School, to help give more certainty to the local community about future development in the School's estate. It is important to recognise that the School's historic and contemporary buildings make a significant positive contribution to the built environment of the village. The SPD seeks to ensure that the School, in keeping with its past, continues to show great sensitivity in the conservation, repair and enhancement of its built heritage and in its approach to new buildings. It is also important that the School environment is accessible and environmentally sustainable, and this SPD sets the framework for doing so.

## 2.0 Introduction

### Purpose of the SPD

- 2.1 The Haringey Local Plan identifies Highgate School as Site Allocation SA41 in its Site Allocations DPD which was adopted in July 2017. The Site Allocation policy states that *'the Council will work in conjunction with the School to prepare and bring forward a Supplementary Planning Document (SPD) which appropriately manages the future developments on this landholding'*.
- 2.2 Supplementary Planning Documents are defined in Annex 2 of the National Planning Policy Framework (February 2019) as *'documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issue, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan'*.
- 2.3 The Haringey Local Plan and the London Plan form the Statutory Development Plan for Haringey together with the Highgate Neighbourhood Plan which applies to the Highgate ward (as well as part of Highgate falling within the London Borough of Camden).
- 2.4 This SPD has been developed by Highgate School and Haringey Council in partnership. The Council recognises that Highgate School is an integral part of the overall character of Highgate, with an established global profile that promotes and enhances the image and community infrastructure of the Highgate neighbourhood and the wider North London area as a whole. The School occupies several important sites with their own development needs. The Council, consistent with its strategic objective within its adopted Local Plan of 'raising educational attainment', both recognises and supports the School's vision for the future and its development requirement within the various statutory Development Plan Documents (DPDs) and specifically within the Site Allocations DPD.
- 2.5 The objectives, in preparing this SPD, are set out as 'site requirements' and 'development guidelines', in the Site Allocation policy. These are:
- to take a comprehensive approach to the effective planning and delivery of new accommodation to meet the long term needs of the school and support, where appropriate, enhanced community use and benefits;
  - to create an improved management and quality of (education) provision, potentially including new buildings;
  - to make open space as accessible as possible, where appropriate, in line with Policy DM20;
  - to protect Metropolitan Open Land consistent with National and Regional policy
  - that development should preserve or enhance the appearance of the Highgate Conservation Area;
  - that development should preserve the setting of the statutorily and locally listed buildings on the site and neighbouring the school, having regard to their significance;
  - to have regard to Historic England's identification for potential significant archaeology;



- to have regard to the objectives of the Highgate Bowl site on any properties that fall into this site allocation;
- to give appropriate regard to the open character of the Bowl as well as the character of the Bishop's area; and
- to include a flood risk assessment for any development in line with the Council's Strategic Flood Risk Assessment document.

- 2.6 The strategic proposals in the SPD are to accommodate existing pupil numbers which will remain within the School's currently licenced capacity of 1,970. The school's estate management programme is not one of growth. Rather, it is a programme of modernisation designed to replace life expired facilities and provide flexibility in response to modern requirements of teaching today. In many cases, the programme also reflects and responds to changes in legislation (especially in respect of the accessibility of the estate to those with disabilities) and the need to provide a safe and inclusive environment. Finally, the programme responds to the need to provide a sustainable and resilient estate, responding to the climate emergency.
- 2.7 The SPD has been prepared in accordance with the requirements of Part 5 of The Town and Country Planning (Local Planning) (England) Regulations 2012 and having regard to paragraph 126 of the National Planning Policy Framework (2019). The SPD has been subject to a Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EqIA) screening assessment in order to determine whether full SEA and EqIA are required. Having reviewed the Highgate School SPD against the relevant criteria, it is concluded that it is not likely to have significant environmental effects and accordingly, should not be subject to SEA. The SPD would also not have disproportionate impacts on individuals or groups protected under the Equality Act 2010, and accordingly a full EqIA is not required. A copy of both screening assessments is available on the Council's website.
- 2.8 As noted above, the SPD is a material consideration in determining planning applications for the School. This SPD has a lifespan of 10 years from adoption. The SPD should be read alongside the adopted and emerging Local Plan documents for Haringey, particularly the site allocation for Highgate School (SA41) in the Site Allocations DPD, as well as the Highgate Neighbourhood Plan.
- 2.9 The SPD does not preclude the School coming forward with applications for proposals that are not included in the SPD. Such applications would be assessed against the adopted and emerging policies contained in the Council's Development Plan.
- 2.10 For the avoidance of doubt, the SPD does not provide planning permission, rather it exists to shape and inform future applications. The Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004 requires these future applications must be determined in accordance with the development plan, unless there are material considerations that indicate otherwise.

## Process of Preparation

- 2.11 The School's estate development programme responds to its educational priorities set out in the curriculum and by the Board of Governors. This aims to support and respond to many of the School's objectives, constraints, opportunities and ambitions.

2.12 In light of this the School's Objectives and Aims include:

- providing facilities that are accessible (to those with reduced mobility, for example), thus making the School more inclusive;
- adapting existing facilities or providing additional facilities to meet the need of the pupil-body and to respond to the demands of a modern curriculum;
- upgrading existing facilities or filling gaps in the School's provision to enable the effective teaching of its current curriculum, particularly in music, drama, sport and in sixth form teaching;
- promoting environmental consciousness in pupils by improving the energy efficiency of existing buildings and exemplifying 'green' standards in new buildings;
- promoting and enabling environmentally friendly travel;
- encouraging personal welfare and well-being to ensure physical and mental health;
- where possible, future-proofing the School by enabling the adaptation of its facilities to meet future requirements;
- resolving inherent and long-standing inefficiencies in the School's layout and impact on the School day of buildings being split between two campuses to improve circulation and optimise the efficient use of facilities;
- ensuring facilities build in capacity for continued development of the School as is considered reasonable or necessary; and
- where possible, acknowledging the importance of the School to the local area, including the long-term management of the historic buildings and, where appropriate, providing community use.

2.13 Utilising the Objectives and Aims listed above, this SPD seeks to inform development on the Highgate School Estate over the next 10 years and to help the School strengthen its role as a world-class educational institution with a first-class local and national reputation as both a highly successful place of learning and all round educational excellence and a charity committed to widening access, enhancing links with other local schools in the Borough and surrounding areas and charities and similar organisations in its local community.

2.14 The School and its role within, and contribution to, the community is set out in more detail at Section 3 of this document.

## 3.0 Highgate School and the Community

### School Site Context and History

- 3.1 Highgate School was established by the Royal Charter of Her Majesty Queen Elizabeth the First dated 6 April 1565, procured by Sir Roger Cholmeley a former Chief Justice of the Court of King's Bench, in which year it received from Sir Roger Cholmeley its initial endowment.
- 3.2 During this early period, it was known as 'Cholmeley School' and was a free school for "the education of boys and young men in grammar". The Bishop of London subsequently granted land on the site of an old gatehouse near the bishop's wood, opposite the Gatehouse Inn. Comprising a chapel and schoolhouse, little is known about the design of the first iteration of the school. In 1576-1578 a new schoolhouse was erected, and the chapel rebuilt with further enlargements in 1616 and 1623.
- 3.3 In 1819 the Brougham committee found the school buildings woefully inadequate, prompting a period of significant expansion alongside structural change within the school's management. A new schoolhouse was erected in 1819 with accommodation for 120 boys, and the 'Madras' system education was introduced. The arrival of a new headmaster, the reverend John Bradley Dyne in 1838, saw significant improvement works to the school grounds expanding the number of pupils from 19 to 130 by 1865. In 1845 the school was extended, creating a large hall with additional classrooms to the south and library above. The old headmaster's house in the grounds was also pulled down, creating a playground extending into the ruins of the old chapel.
- 3.4 At this time, informed by the findings of the Taunton Commission, the beginnings of the separation of education from the jurisdiction of religious institutions, as well as improved methods of teaching, gave rise to a move away from education taking place within a single 'hall'. Consequently, Dr Dyne commissioned Frederick Pepys Cockerell to re-design Highgate School, influenced by more 'modern' teaching buildings such as Gilbert Scott's Gothic library at Harrow. By 1866-7 the new schoolhouse was known as the 'Big School' and an adjacent chapel was built, defining the appearance of the junction with Hampstead Lane, Highgate West Hill, Highgate High Street and Southwood Lane.
- 3.5 Concurrent with expansion within the 'island site', the school gradually acquired more land to the west. In 1848 the school leased a field on Hampstead Lane using it as a sportsground. In 1869 'Fitzroy Lodge' was also purchased as a boarding house, the boys previously having lived in the headmaster's schoolhouse. Following this purchase, some of the school's new land was subsequently leased in the 1870s, and the houses of Bishopswood Road were constructed by builder Andrew Killby. New school buildings continued to be built around Bishopswood Road over the closing decades of the 19th century. A map of the School highlighting the main two campus areas, extent of the current School estate and key school buildings can be viewed below:

# HIGHGATE

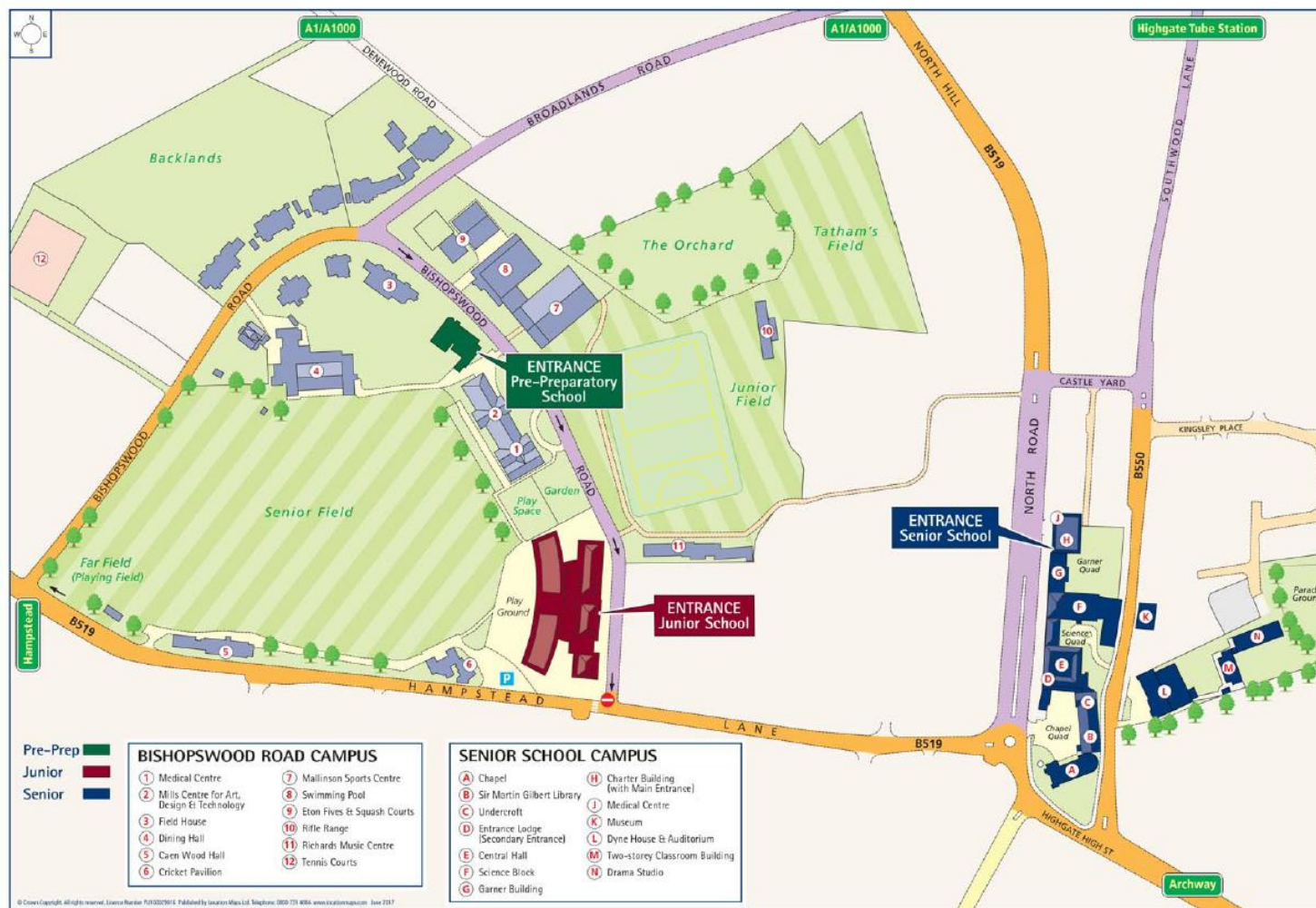


Figure 1: Map of the School

- 3.6 The original endowment consisted of two properties in Ludgate Hill (sold in the 1950s to finance the erection of the Dining Hall on the Bishopswood Road campus) and the site of the old Chapel and two acres of land between North Road and Southwood Lane (a large part of which was disposed of largely under the compulsory acquisition provisions of the Leasehold Reform Act 1967).
- 3.7 In 1877, this central hilltop site (known as the Island Site) was rounded off by the acquisition of the British School (Photo 1), now part of the Science Block ('F') as shown on the map of the School).



*Photo 1: former British School (being demolished)*



- 3.8 The modern development of the Island Site began with Big School (Photo 2, 'B' as shown on the map of the School), including classrooms below, and of the Chapel (Photo 3, 'A' as shown on the map of the School) in the period 1865 to 1868.



*Photo 2: Senior School (from Southwood Lane)*



*Photo 3: Chapel*

- 3.9 The next major development was the erection of the Central Hall (Photo 4, 'E' as shown on the map of the School) and the surrounding classrooms in 1899 and then the Science Block (Photo 5), opened in 1928. Garner Building (Photo 6, 'G' as shown on the map of the School) was opened in 1983.

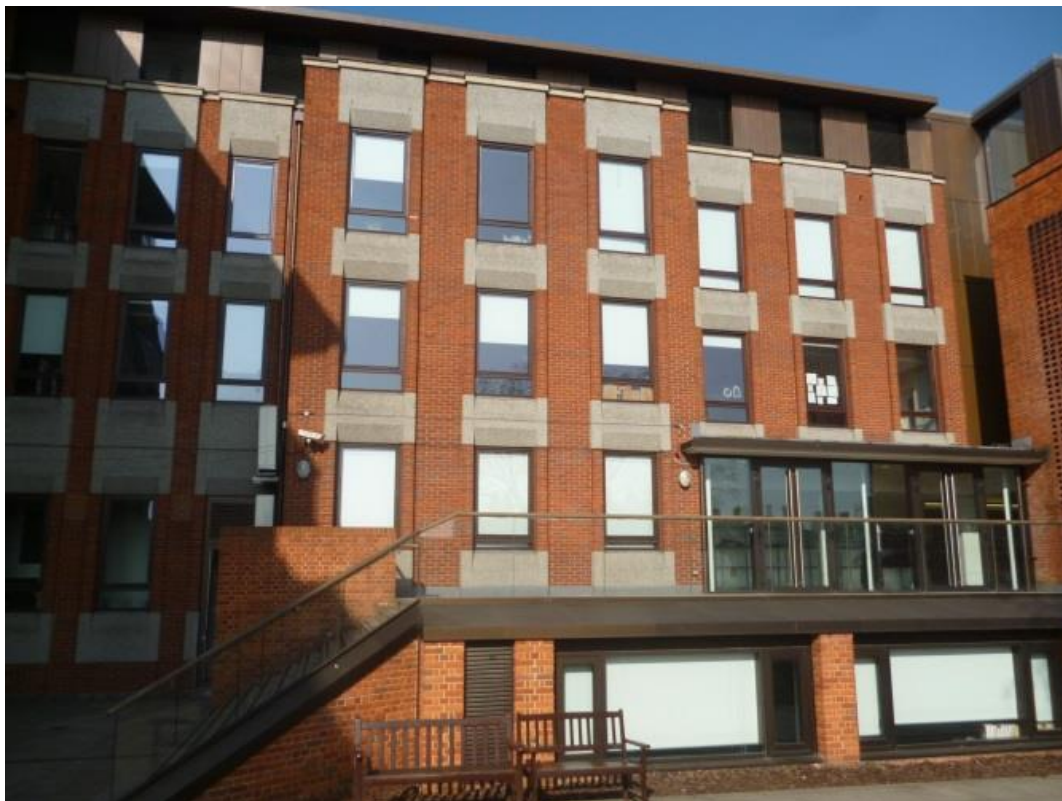


*Photo 4: Central Hall*



*Photo 5: Science Block*





*Photo 6: Garner Building (rear)*

- 3.10 Since 2000, additional classrooms have been developed on the Science Block roof (2005), a new Entrance Lodge ('D' as shown on the map of the School) was constructed in the Chapel Quadrangle (2006), Central Hall was refurbished internally and externally (2009), a new teaching building was constructed adjacent to the Garner Building (Charter Building (Photo 7, 'H' as shown on the map of the School), opened in 2012), Big School was converted to a library and refurbished externally (completed in 2013), the Chapel was refurbished internally and externally (completed in 2014) and additional classrooms have been provided on the Garner Building roof (completed in 2014).



*Photo 7: Charter Building*

- 3.11 In 1845, the School acquired the site of what is now Dyne House. This was the site of the original Cholmeley House which was originally the Headmaster's house and became the Junior School on its foundation in 1889.
- 3.12 In 1938 a new main Junior School house, also called Cholmeley House, was opened on the site of 3 Bishopswood Road. After a period of use as classrooms, the old Cholmeley House was demolished to allow the erection of the present Dyne House (1967) (Photo 8, 'L' as shown on the map of the School), largely for use by Senior School Music and Art Centre with an auditorium below.





*Photo 8: Dyne House*

- 3.13 A classroom block (Photo 9, 'M' as shown on the map of the School) opened in 1904, an open-air swimming pool in 1938 (now disused (Photo 10)) and a Senior School Gymnasium in 1950 (now converted to a Drama Studio (Photo 11, 'N' as shown on the map of the School) were also built in the gardens of Dyne House.



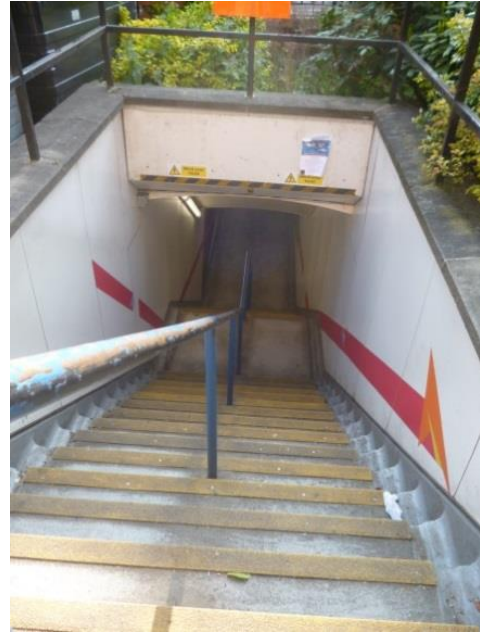
*Photo 9: Classroom Block (Dyne House Site)*



*Photo 10: Disused Swimming Pool (Dyne House Site)*



*Photo 11: Drama Studio (Dyne House Site)*



*Photo 12: Southwood Lane Tunnel (entrance)*

- 3.14 Access between the School buildings on the Island Site and the Dyne House Site is via a tunnel (Photo 12) that runs underneath Southwood Lane, providing a necessary secure and safe crossing between sites.
- 3.15 In 1976, the School acquired the former Baptist Church in Southwood Lane (Photo 13, 'K' as shown on the map of the School) which was used as a School Library until the recent refurbishment of Big School which enabled the library to relocate to a more central and accessible part of the Senior School and subsequently, in January 2015, enabled the Baptist Church to be converted to a School Museum, which is open to the public on Saturday mornings, and which is also used as a flexible academic facility (teaching space, exhibition facility, meeting venue) or for other appropriate purposes including community use (e.g. voting station for the Highgate Neighbourhood Plan referendum).



*Photo 13: School Museum*

- 3.16 Between 1848 and 1859, the major part of the Bishopswood Road campus was acquired, including Senior Field, Junior Field and a number of residential properties along Broadlands Road and Bishopswood Road.
- 3.17 In 1924, this land holding was enlarged by the acquisition of garden ground behind 4-12 Bishopswood Road ('Backlands'). Tatham's Field, adjacent to St Michael's Church of England Primary School, was acquired in 1927 and land at the rear of 19-27 Broadlands Road was acquired between 1962 and 1967.
- 3.18 Further residential properties were acquired as follows: 16 Bishopswood Road (in 1967) and 14 Bishopswood Road (in 2005) (both of which were subsequently sold in 2013), and 22 Broadlands Road (in 2000). The residential properties have been used as boarding houses (a provision that ended in 1998) and as staff and commercial lets.
- 3.19 The Bishopswood Road campus included the following developments:
- the construction of a Boarding House (formerly 'School House' and now the 'Mills Centre' (Photo 14, '1' and '2' as shown on the map of the School) in 1880/81 which now houses the Art and the Design, Technology and Engineering Departments and provides for external exhibition and meeting facilities;
  - two Pavilions (Photos 15 and 16, '5' and '6' as shown on the map of the School) on Senior Field (the western most one of which has been variously used over the years as a Gymnasium and Swimming Pool);



- a rifle range in 1904 (Photo 17, '10' as shown on the map of the School);
- Fives Courts in 1924 ('9' as shown on the map of the School);
- the Junior School in 1938 which has subsequently been demolished and is now the site of the new Junior School which opened in 2016 (Photo 18, marked in red on the map of the School);
- a Dining Hall (opened in 1958) (Photo 19, '4' as shown on the map of the School);
- a covered indoor swimming pool (opened in 1970) and a sports hall linked to the swimming pool (opened in 1989) to form the Mallinson Sports Centre (Photos 20 and 21, '7' and '8' as shown on the map of the School);
- squash courts (opened in 1972/73) ('9' as shown on the map of the School);
- boys' changing facility which subsequently was converted into the Junior School Music facility (called the Richards Music Centre) (Photo 22, '11' as shown on the map of the School);
- the conversion of a former Boarding House into the Pre-Preparatory School which opened in 1993 (Photo 23, marked in dark green on the map of the School);
- a synthetic pitch on Junior Field in 2008/09 (Photo 24); and,
- in 2013, the refurbishment internally and externally of Field House (Photo 25, '3' as shown on the map of the School).



Photo 14: Mills Centre



Photo 15: Senior Pavilion



Photo 16: Caen Wood Hall (Pavilion)



Photo 17: Rifle Range



*Photo 18: New Junior School*



*Photo 19: Dining Hall*



*Photo 20: Sports Hall (Mallinson Sports Centre)*



*Photo 21: Swimming Pool (Mallinson Sports Centre)*



*Photo 22: Richards Music Centre*



*Photo 23: Pre-Preparatory School*





*Photo 24: Synthetic Pitch on Junior Field*



*Photo 25: Field House*

- 3.20 In 1922, the School took a lease (subsequently extended) of the Far Field (Photo 26) at the southern end of Bishops Avenue fronting Hampstead Lane. The freehold of this site was subsequently acquired in the 1960s.



*Photo 26: Far Field*

- 3.21 Highgate School's facilities and estate have significantly evolved since its formation to meet its changing needs. It is now situated predominantly across two campuses: one in the heart of Highgate and the other on and around Bishopswood Road. The sites have a prominent position,



both in terms of the location as well as the status within the wider area. Prior to the start, some 15 years ago, of the more recent re-investment programme, the School largely evolved in a piecemeal manner – the approach, set out through this document, considers how the entire site works, how it interfaces with itself and importantly how to deliver a 21<sup>st</sup> Century educational offer that responds to the national curriculum, which is future proofed, and which ensures maximum teaching time despite the dispersion of the School's facilities.

- 3.22 Initially established as a boys only School, Highgate School is, today, a flourishing co-educational independent school. Highgate is three schools in one:
- the Senior School for pupils aged 11-18;
  - the Junior School for pupils aged 7-11 and;
  - the Pre-Preparatory School for pupils aged 3-7.
- 3.23 Girls first entered the Junior and Senior Schools in 2004 (having subsequently only been catered for in the Pre-Preparatory School which opened in 1993). In 1838 when Dr John Bradley Dyne was appointed as Headmaster (a title that has subsequently become Head to reflect the co-educational nature of the School), there were only 19 boys in the School; in September 2019, there was some 1,850 pupils, with girls and boys in roughly equal numbers, and approximately 450 full-time and part-time teaching and support staff; making it one of the largest employers in the Borough.
- 3.24 The strategic proposals in the SPD are to accommodate existing pupil numbers which will remain within the School's currently licenced capacity of 1,970. The school's estate management programme is not one of growth. Rather it is a programme of modernisation designed to replace life expired facilities and provide flexibility in response to modern requirements of teaching today. In many cases, the programme also reflects and responds to changes in legislation (especially in respect of the accessibility of the estate to those with disabilities) and the need to provide a safe and inclusive environment. Finally, the programme responds to the need to provide a sustainable and resilient estate, responding to the climate emergency. Planning applications will outline how new or improved facilities relate to the needs of the existing student body or regulatory requirements.

## Community Context and History

- 3.25 Since 1565, Highgate School and the surrounding area and city have seen many changes. One aspect of the School, however, has always remained constant: the School is a charity and each generation of pupils and their teachers has been committed to living up to what that means, to strengthening and building on the School's charitable foundations.
- 3.26 The School's charitable objectives are:
- to enable teachers to give some of their time to local state schools in mutually beneficial ways, so that more children can have access to the excellent teaching and enriching activities that Highgate pupils enjoy every day and Highgate teachers develop professionally by teaching different pupil cohorts;
  - to award every year a significant number of bursaries, so that children for whom Highgate is the right School can attend, even if financially it would not otherwise be possible for their parents or carers to consider the School; and

- to grow strong and sustained links with schools, charities and similar organisations within its local community.

## Chrysalis Partnership Teaching

- 3.27 Much of the partnership work is run through what is known as the Chrysalis programme. In 2008, Chrysalis started as a Year 12 Summer School with twelve schools, mostly in Haringey. Chrysalis has now become a year-round programme with more than twenty Highgate teachers working on projects with over 50 partner schools. The original mission was “to support pupils to apply to Russell Group universities” through extension and robust academic provision.
- 3.28 In 2019, the Chrysalis network has expanded to secondary schools from across the boroughs of Haringey, Camden, Ealing, Newham, Brent and Barnet. Chrysalis teaching, summer schools, conferences, masterclasses and enrichment days are staffed by Highgate School teachers, with assistance on some projects by pupils, where appropriate. Projects range from intensive Summer Schools to mentoring and revision sessions. These projects have had an impact on many thousands of children across London. Some Chrysalis partnership work invests time on professional development with teachers from Highgate’s partner schools, which will in turn benefit many more children. In the academic year 2018-19, Highgate worked with almost 60 separate schools in London on over 100 events and 28 regular projects. Over twenty Highgate teachers are regularly involved in partnership teaching, either being given timetabled classes, delivering sessions in partner schools or running events for partner school pupils and staff at Highgate.
- 3.29 Highgate employs the equivalent of four extra full-time teachers to deliver the Chrysalis partnership programme which covers a broad range of academic subjects including Art, Biology, Chemistry, Classics, Design Technology and Engineering, Drama and Theatre Studies, English, French, Mathematics, Music and Physics. There are also five Chrysalis Fellows (recent graduates or leavers from Year 13 who co-ordinate and deliver this variety of projects) and a full-time member of the Senior Team and a coordinator dedicated to this programme in the Senior School and members of the Senior Teams in the Junior and Pre-Preparatory Schools with part-time allocations to this important work.
- 3.30 Highgate’s decade of such partnership teaching was brought to bear with the establishment of the London Academy of Excellence (LAE) in Tottenham, east Haringey. This new sixth Form free school opened in September 2017, following the successful model of the LAE in Stratford (also one of Highgate’s partner schools). It provides an academically rigorous sixth form education to children in the Tottenham area. Highgate is the lead educational sponsor of this free school, providing governance and seconding the equivalent of over six members of staff to its teaching and management team, alongside the lead business sponsor, Tottenham Hotspur Football Club.
- 3.31 Highgate also has a longstanding relationship with the Haringey, Camden and Islington Virtual Schools through the Chrysalis Accelerator Project for Looked After Children. Now in its fifth year, the Chrysalis Accelerator Programme provides looked-after children from these Boroughs with a programme designed to raise aspirations and to develop world of work skills, attainment and confidence, leading to successful applications to higher education and into work.

## Community Partnerships

- 3.32 Highgate takes pupils on a journey from participant to being actively engaged or leading in a community activity, providing them with various taster experiences in Years 7, 8 and 9 at local schools, environmental and charitable organisations to help them identify an area that aligns with their own values. In Years 10 and 11, through the Duke of Edinburgh (DofE) scheme, pupils can engage on their own terms in community settings of their choice and can join the pupil-led Charity and Community Action Group. Mentoring opportunities are available in Year 12 and 13, in association with the Chrysalis Partnership Teaching Scheme.
- 3.33 The Community Partnerships Director (CPD), a member of the School's Senior Team, has been appointed to the committee of the Highgate Neighbourhood Forum (HNF) and the core community objective of the HNF's plan, which is to help Highgate develop and maintain a strong and sustainable community, is closely aligned with the School's own values. The CPD meets regularly with key members of local institutions (schools, religious and cultural) in support of the HNF plan's sub-objective SO1.1 to strengthen physical and social links between different parts of the Plan area and the different social and age groups in Highgate. One outcome from these meetings was the Highgate Festival in 2018 which involved many of Highgate's varied cultural institutions supporting HNF plan sub-objective SO1.2 to encourage greater local participation in community initiatives.
- 3.34 Other examples of Community Partnerships include: the School regularly hosts "Coffee and Computers", an HNF initiative run in partnership with the Highgate Society and Jackson's Lane to encourage digital and social inclusion in support of HNF SO1.1; the School runs an online volunteers listing where local organisations can advertise community opportunities for pupils in support of HNF SO1.1 and .2; pupils participate in community initiatives such as Carols in Pond Square, a volunteer reading scheme, where Highgate pupils offer their time to read with pupils at St Michael's Primary School and Highgate Primary School, a volunteer play leaders scheme, where Highgate pupils offer their time to devise and lead pupils at Whitehall Park School in Key Stage 2 team-based games, and Chrysalis TreeHouse Volunteering, where Highgate pupils volunteer to work with children with autism spectrum disorders, at TreeHouse School, to develop their social skills and abilities to interact with new pupils; and, utilising the additional capacity that the School's Transport Logistics Manager brought to the School (see paragraph 4.98), the establishment of a working group, "Better Travel for Schools in Highgate", with delegates from a number of local schools to consider, through community cohesion, measures that could be introduced to mitigate the impact of transport on the local roads and environment in support of HNF plan objective SO3.1 to promote sustainable modes of transport with special regard to the wellbeing of pedestrians.
- 3.35 The School also facilitates sharing of resources and equipment where possible among local institutions. This has included local institutions using performance space, and local schools using the swimming pool, sports and other equipment and/or outdoor space.
- 3.36 The Council supports and encourages the School's endeavours in allowing community groups access to its facilities and through the proposals within this SPD seeks to establish a more formal arrangement between the School and the local community recognising always that the School has a statutory responsibility to safeguard its pupils and to always act in accordance with the best interests of the child.

## 4.0 Requirements of Highgate School

- 4.1 Highgate School (the School) is a co-educational day school and registered Charity which is at the forefront of education in London.
- 4.2 The School is committed both to delivering the very best education environment possible for its pupils and its charitable programme, including growing strong and sustained links with school, charities and similar organisations within its local community. In doing so, it must ensure that it fulfils its statutory responsibilities in creating a safe and inclusive environment that responds to individual pupils needs to ensure that they receive the best possible education. Highgate School was awarded Independent School of the Year and Independent School of the Year for Social Mobility in 2019.
- 4.3 The School needs to ensure that the range of its curriculum remains relevant and of the highest quality in support of its educational and charitable objectives. As part of this, it needs to continue to invest in its facilities where, notwithstanding the investment of recent years, there remains a significant task across parts of the estate.
- 4.4 There are many factors that influence the School's requirements to deliver on those responsibilities. This section outlines those challenges and sets out the needs and aspirations of future development on the site.

### Academic Requirements

- 4.5 The School is predominantly situated across two campuses: one in the heart of Highgate and the other on and around Bishopswood Road. A map showing these campuses and the buildings they include is shown in Figure 1.
- 4.6 In 2012, the School undertook an assessment of its immediate academic requirements and identified that its key academic priorities were to:
- Significantly upgrade its VI<sup>th</sup> Form Centre, Senior School Drama, and Music facilities currently provided at the Island Site and focussed upon Dyne House; and
- Provide for an improved sport and exercise (SpEx) offering including its internal and external sporting facilities predominantly situated within the Bishopswood Road campus.
- 4.7 The assessment has been reviewed and updated since its preparation.
- 4.8 The current facilities associated with these requirements are inadequate. This is as a result of the increased popularity and opportunities within these academic and extra-curricular areas; the changing priorities at a national level (for example a greater recognition of the value of the arts and the importance of health and wellbeing) or as a result of the current provision using ageing and not fit-for-purpose converted buildings and areas of the estate or both.
- 4.9 In addition to the detail below, more information on these aspects can be found later in this section.

## Dedicated VI<sup>th</sup> Form Centre

- 4.10 VI<sup>th</sup> Form facilities have evolved over the years and include three small, separately located, common rooms on the Island Site which do not provide adequate space for independent study or for social interaction. In addition, there are no specific VI<sup>th</sup> Form seminar (class) rooms – all classrooms are of a size that could accommodate in the region of 24 pupils which is the general class size in Years 7 to 11.
- 4.11 VI<sup>th</sup> Form teaching is organised in smaller groups to promote discussion and student-led learning in preparation for independent study. The optimum arrangement for this teaching is in smaller seminar rooms, with students gathered around a hub of desks (U-shape or horseshoe) so that students see each other and their teachers as equal learning partners. Smaller dedicated seminar rooms would also introduce greater flexibility in timetabling.
- 4.12 There is a need to enhance Highgate's VI<sup>th</sup> Form facilities to provide an appropriate steppingstone to university as opposed to being a two-year extension of school life. By co-locating VI<sup>th</sup> Form social areas, support services and teaching spaces Highgate could integrate the social with the academic in thinking and in function, thereby creating a culture of independence and readiness for university and the world of work. Too often VI<sup>th</sup> formers and their parents or carers view school as a functional passport to university, at best a way of achieving qualifications while experiencing adult freedoms; at worst, a system they have grown out of but put up with. Highgate School requires its VI<sup>th</sup> Form facilities to excite and inspire its students as independent young people who have made a choice to study; to create that culture where adult norms of team-work and collaborative problem-solving complement the academic self-discipline of school life: if it can give VI<sup>th</sup> formers grown-up spaces to work in, those VI<sup>th</sup> formers will adopt the best aspects of undergraduate modes of study.
- 4.13 The key facilities required for the VI<sup>th</sup> Form provision include: circa 27 seminar rooms, a common room, quiet study area and computer study area both allowing seating for circa 50 students, assembly space, higher education and careers space, indoor and outdoor recreational areas, toilets and academic and supporting office spaces. Looking at the minimum room area required for the academic brief (excluding general circulation), a total area of circa 1,700 m<sup>2</sup> is estimated to be required by the School.

## Senior School Drama Provision

- 4.14 It is only recently that Drama has been introduced as a fully-fledged curriculum subject from Year 7 to Year 13, at GCSE and at A-Level. The school has set out that its facilities, however, lag behind the School's ambitions both for teaching and for productions.
- 4.15 Drama productions are hemmed in by Highgate's facilities: for every show put on, there are four concerts and fifty sports fixtures. While these do not have to bear direct comparison, Highgate does not provide each child in each part of the Senior School with an opportunity to be in a play: with a purpose designed studio theatre, associated classrooms and a larger performance theatre, Highgate would be creating more opportunities for its pupils to engage in a part of School life which is as important and normal in a lot of other schools as maths and science are to Highgate.
- 4.16 The School have identified that the key facilities required for the provision of Drama include: minimum of 2 teaching classrooms, a studio theatre, office spaces and storage areas. The School

also requires a larger performance theatre, but this could be provided in a separate location on the School estate.

## Senior School Music Provision

- 4.17 As part of refurbishment works in the Dyne House auditorium completed in 2010, a medium-size recital room and five small music practice rooms were constructed. This resulted in the Senior School having eleven practice rooms. Pupils who either wish to study academic music and/or learn to play instruments and collaborate as part of ensembles or orchestras has increased at Highgate by circa 33% over the last seven years.
- 4.18 As a result, the School estimate that fifteen practice rooms have been required since the start of the 2016/17 academic year – the School sets out it also needs to introduce some flexibility to provide for the continued growth of the popularity of music within its pupil body. In addition, a larger facility is required for the ever-growing orchestras and choirs to rehearse and perform. Individual music lessons are for 35 minutes and involve pupils being taken out of main lessons for that period which generates constraints on where the music facilities can be located in relation to the main Senior School.
- 4.19 The School have identified that the key facilities required for the provision of music include: minimum of 3 teaching classrooms including one for keyboard teaching and one for Music IT, minimum of 24 practice rooms, minimum of 5 ensemble practice rooms, a Band practice room, one large practice room for orchestra and choir, a music library, office spaces and storage areas. In total, looking at the minimum room area required for the academic brief (excluding general circulation), a total area of circa 1,070 m<sup>2</sup> is estimated to be required by the School.

## Internal and External Sports Facilities

- 4.20 The School offers sporting excellence employing specialist sporting coaches and currently has sporting facilities, both indoor and outdoor. The key outdoor sports facilities are located on the Metropolitan Open Land on the Bishopswood Road campus (Tatham's Field, the Orchard, the synthetic pitch on Junior Field, Senior Field and Far Field.) Other facilities are located within the Mallinson Sports Centre (MSC) which is an indoor sporting facility for the School.
- 4.21 The MSC requires significant maintenance in terms of both upkeep and investment to modernise and substantially improve the quantum and quality of space provided by the facility. In 2017, the School had to close its swimming pool with immediate effect due to the degradation of the ceiling and roof of that part of the MSC. The age of the building, coupled with a significant demand for additional hall, studio and storage space, is putting significant pressure on the school's Sports and Exercise (SPEX) programme.
- 4.22 The School's outdoor facilities also require improvements to optimise their use in term time. One particular example is that during periods of waterlogging, use of the fields causes damage and results in extensive recovery periods when the pitches may not be used. The School must ensure the pitches and facilities are maintained, fit-for-purpose and welcoming for users (changing facilities etc.) and spectators.



## Building Refurbishment and Modernisation Needs

- 4.23 The School requires good-quality, flexible and long-lasting facilities to continue to deliver the varied educational experience and academic excellence for which it is renowned. The School has been investing in its improvement programme since 2002 to give the School essential and fit-for-purpose workspaces for pupils, providing a varied learning environment and allowing them to flourish. Improving the working environment, including Travel and Transportation environments (see relevant sections below), is also important for staff recruitment and retention. In addition, the restoration and conversion of the fabric of some of the School's landmark buildings, such as the Chapel, Big School and Central Hall at the Senior School Site and the Mills Centre on the Bishopswood Road Site, has been needed. These projects have generated significantly positive comments from within the community.
- 4.24 Notwithstanding the substantial progress that has been made in this time, the School is only part-way through its strategy of addressing all its estate issues. It has an extensive, mixed stock of buildings and facilities on several sites that are in varying degrees of condition. Some of the key buildings are now nearer 200 than 100 years old. Some more recent buildings, possibly less stoutly built in the 1960s and 1970s than a century previously, are also in need of repair and renewal.
- 4.25 In assessing the opportunities for the academic requirements set out above, the School has carefully considered those buildings and areas of the estate that need substantial repairs and maintenance following the years of relatively low re-investment in the fabric of the School and that need substantial modernising as they are no longer ideal-for-purpose for modern educational environments.
- 4.26 The following buildings and areas are key facilities that require significant investment in the coming period to maintain them at their current levels:
- Senior School Campus: Science Block (internal refurbishment and reconfiguration of science laboratories) and the Dyne House Site;
  - Bishopswood Road Campus: Dining Hall, Caen Wood Hall, the Mallinson Sports Centre and associated buildings, the Rifle Range and the Richards Music Centre.
- 4.27 On many of the School's properties, the mechanical and electrical systems are old and no longer cost or energy efficient. In many cases the buildings within the estate need to be brought up to modern standards. It is against all of this background that it is necessary for the School to resolve its major building projects over the coming decades ensuring a more sustainable and energy efficient estate that provides a suitably adaptable and safe learning environment for children. Whilst it would be desirable to establish a school-wide decentralised heat and energy facility, including the potential link into a wider network should one come forward, the fragmented nature of the School's estate makes this unviable. The Council will assess the approach to energy and carbon conservation against policy on a site-by-site basis in the detailed planning application stage looking to make each building as energy efficient as possible.

## Charitable

- 4.27.1 As outlined above, the School is a registered charity. Its charitable objectives set out in Section 3 are: to continue its commitment to support, as the primary educational sponsor, the London Academy of Excellence, Tottenham; to enable teachers to give some of their time to local state

schools in mutually beneficial ways; to award a significant number of bursaries; and to grow strong and sustained links with schools, charities and similar organisations within the School's local community.

- 4.28 In the financial year ending 31 March 2019, the School invested in the region of £2.7M towards its charitable activities. To continue to develop and increase its charitable activities, the School needs to continue to develop and grow non-fee income streams. Additionally, the development of the School facilities considers carefully (a) the needs of the additional staff who deliver the School's Charitable Activities, many of whom spend a significant portion of their time in partner schools but who also require a working base back at Highgate, and (b) the School's desire to continue to further develop the charitable and community partnerships set out in Section 3 by making its facilities available to children and schools who have no or limited access to related activities.

## Community

- 4.29 The School's buildings, land and facilities are private and not publicly accessible. This is essential for the safety, security and welfare of its pupils. This is not only paramount to the School but is linked to UK and international legislation and directives.
- 4.30 In the context of the development plan, the School would not seek to compromise on the safeguarding of its pupils.
- 4.31 However, the School is committed to continuing to develop and strengthen its partnership with the Council which directly benefits local maintained schools, primary and secondary. At the heart of this community use partnership is the sharing of teaching resources and the access to education provision, be that curriculum development, professional development of teachers, enrichment for able pupils, direct teaching or hosting of courses, conferences or events within the School facilities and supported by the School.
- 4.32 As part of this commitment, the School already works with the Council and its leadership to strengthen and develop existing links with the wider Haringey community particularly through its partnerships with local schools.
- 4.33 Notable work with the Council includes being a Partner to the Anchor Approach in Public Health, in which school staff with specific & additional skill-sets work with Anchor staff to develop resources e.g. Philosophical Enquiry tool to use in schools & support resilience & wellbeing. The School also hosts these training events and provides facilities for conferences.
- 4.34 The School takes its role as a member of the community extremely seriously.

## Accessibility and Inclusivity

- 4.35 The School needs to continue to invest in improvements to ensure that all pupils have equal access and opportunity within the School, particularly in relation to sport and exercise to meet the relatively recent change to a fully co-educational school (achieved in 2010).
- 4.36 The School also has other duties under the Equality Act 2010 to, inter alia, consider plans that meet all equality requirements and which increase the extent to which disabled pupils (including



those with special educational needs) can participate in the School's curriculum, and to improve the physical environment of the School to increase the extent to which disabled pupils are able to take advantage of education and associated services offered by the School. Aside from these duties, the School must equip pupils for adult life and develop their understanding of cultural, ethnic, social, economic and other differences.

- 4.37 Progress has been made in terms of making the School's buildings progressively more accessible. For example, the new Charter Building and the new Junior School are fully accessible. However, one of the obvious problems which the School has is its lay-out which covers a wide area and consists of many separate, historic and listed buildings of several stories, some without lifts or with adequate toilet or changing facilities. These issues have arisen through the continued evolution of the School's estate, and the operational changes it has embraced since it was founded.

## **Movement around the Site**

- 4.38 Movement around the different School buildings, sites and campuses is far from straightforward, with some areas that result in congestion, slow movement and transfer times that limit where teaching facilities can be provided.
- 4.39 In addition to improving the aesthetics of the School estate, such projects ensure continued appropriate security and protection for pupils. This aspect is another important factor that is to be considered as part of all projects. A further example relates to the enhancement of security under review on the boundary with St Michael's Church of England Primary School on a path through that School used by Highgate staff and pupils to move between its two campuses.
- 4.40 Within the Senior School campus itself, there are inefficiencies associated with moving from the Island Site to the Dyne House Site due to the entrances and exits of, and the length of, the tunnel. It is also noted that the tunnel often becomes congested. These inefficiencies result in the tunnel access being an unsatisfactory main pupil entrance to Dyne House. Senior School pupils must also move between the two campuses regularly – the Dining Hall, the Sports Centre and outdoor sports facilities, the Art Department and the Design, Technology and Engineering Department are all located on the Bishopswood Road campus. Routes between the two campuses are indicated in Figure 2 below.

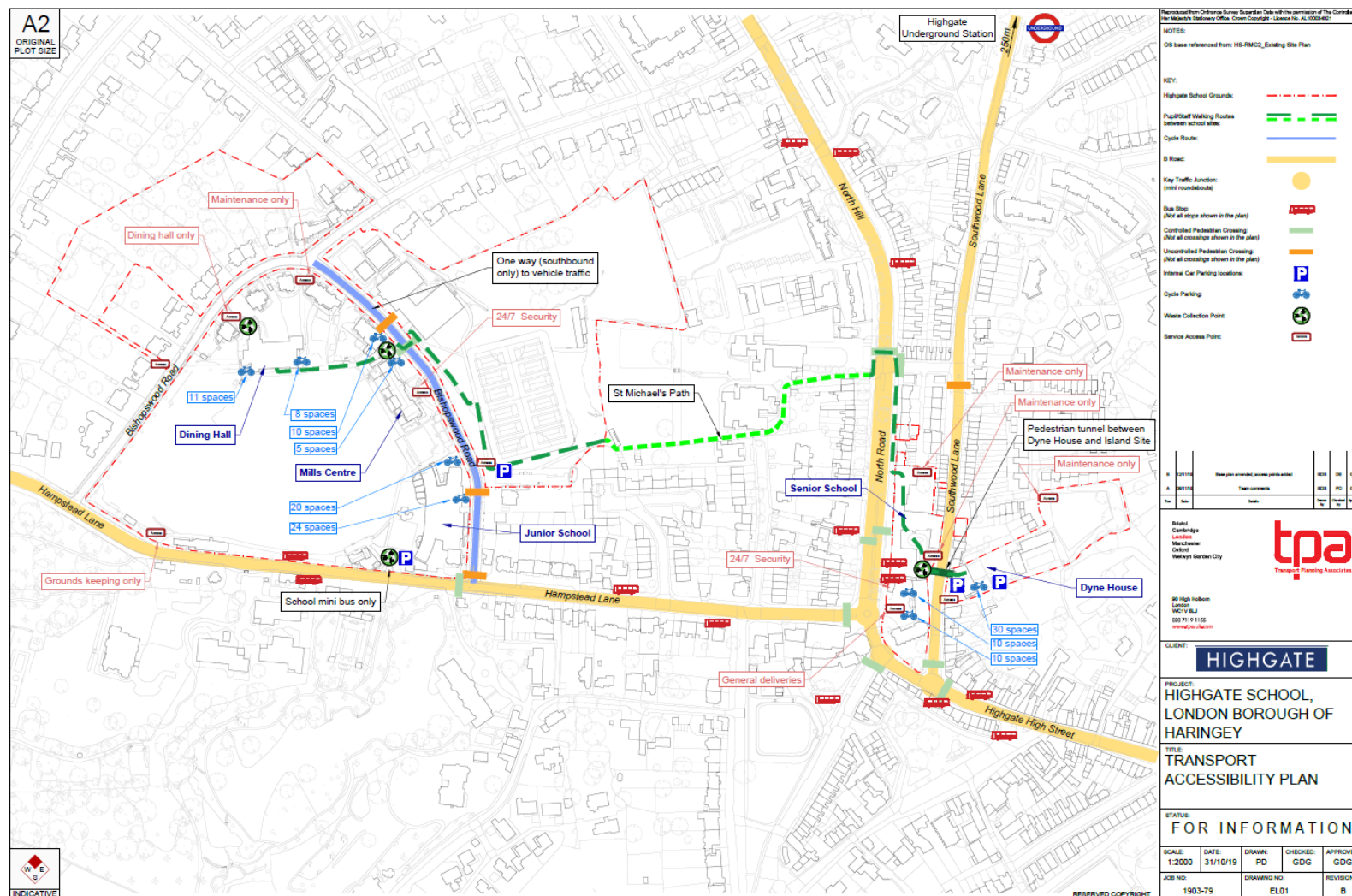


Figure 2: Transport Accessibility Plan

- 4.41 The standard School day currently allows for six 50-minute lessons with only 5 minutes between some of them; this presents a timetabling challenge with pupils and staff needing to travel between sites, over a significant level change. Rationalising the number of journeys would be beneficial for all pupils and help reduce barriers for those with disabilities.
- 4.42 The Council has worked closely with the School to understand how this element has a direct impact on the operation of the School and how classroom, activity programming and the physical location of departments can maximise teaching time to the benefit of pupils.
- 4.43 In addition, significant oversight of pupil movement between campuses in terms of road safety is required. In 2017 the Council, following a serious accident on the road injuring a pupil, installed two zebra crossings in the vicinity of the Bishopswood Road campus (as identified on the map above) but movement between sites, in particular the part of Bishopswood Road between Junior Field and the Mills Centre, needs to be kept under review to identify opportunities to optimise safety and traffic management, and to review the cycle path which operates against the one-way vehicle direction of that part of the road.
- 4.44 Due to the spread of accommodation, the School must factor travel times to/from different buildings within its estate into the curriculum timetable. This will be a consideration in proposals relating specifically to the Senior School which operates across both sites.

## Sustainability

- 4.45 The School has introduced sustainability as one of its six key objectives in its School Development Plan. The aim is to put sustainability at the heart of the School's decisions. This will ensure: the School's resilience to the climate emergency; that it provides for the wellbeing of its pupils, staff and wider school community; and that where possible it seeks to sensitively improve building performance and environmental conditions for the School community and local people.
- 4.46 Highgate is one of the biggest (and oldest) institutions in Haringey. It has an obligation to mitigate the impact of its operation on the environment and on those who are its neighbours, and to set the highest standards for its pupils to emulate. Some actions – efficient energy use, waste reduction, increasing accessibility – fall within the School's authority but there are some aspects – reducing air pollution, promoting sustainable transport and road safety – which need the Council and School to encourage, work with and persuade families, employees and other members of the local community to adopt sustainable habits including (see below) driving to school less.
- 4.47 Sustainability standards will increase in importance over the lifespan of this document. Policy will evolve very quickly over the coming few years as the impact of climate change becomes an even greater policy focus at both national and local levels. The School will be expected to demonstrate how they will achieve the relevant standards applicable at the time that its proposals are brought forward.
- 4.48 As one component of sustainability, the Council will encourage the School to demonstrate how it is protecting and enhancing the biodiversity of its estate within future applications.

## Travel to School

- 4.49 As the School has grown, so too has the number of cars dropping pupils off, particularly on the Bishopswood Road campus where the Pre-Preparatory School and Junior School are situated.
- 4.50 In view of house prices in the area, staff often live further away from their place of work – this adds to the pressure of people driving. There is very limited off-street parking. The School is looking at initiatives to reduce cars on the road through alternative approaches to encourage staff and parents or carers to use alternative modes of transport or, in cases where this is not genuinely feasible, as an alternative, to use a car for only part of the journey to School with walking/public transport being used for the last stage (e.g. 'Park and Stride'). The School has already established a School Travel Plan which has been awarded a Gold accreditation for sustainable travel by Transport for London.
- 4.51 In terms of public transport, the Senior School campus has a Public Transport Accessibility Level (PTAL) rating of 4, indicating good access to public transport, whilst the Bishopswood Road Campus has a PTAL of 2, indicating poorer access to public transport. This impacts the ability to encourage the use of public transport which is further compounded by public transport links across the Borough, east-west, being particularly challenging.
- 4.52 The School would like to improve cycle routes to/from the School however it is conscious that to make such a mode of travel successful, suitable internal facilities (showering facilities, bike racks etc.) need to be appropriate and readily available.

## Heritage

- 4.53 The Estate occupies a prominent position within Highgate, and the Estate itself comprises numerous buildings of architectural merit, spanning a range of ages, styles and types. A number of the School's buildings have statutory 'listed building' status. These are: the Chapel, Big School, the School's War Memorial and the building housing the School Museum. The entire Estate is situated within the Highgate Conservation Area.
- 4.54 Heritage considerations are important elements of the School's estate, and all previous and future development will need to be approached sensitively to ensure that special regard is given to the desirability of preserving its listed buildings and their settings, along with any features of special architectural or historic interest which they possess. Special attention should also be given to the Highgate Conservation Area which must also be preserved and enhanced.

## 'Smartening-Up' and Security

- 4.55 The School has included within its School Development Plan over the past few years an initiative to 'smartening-up' its general appearance. This has included such projects as (a) the phased railing replacement scheme (where, to date, railings have been replaced around the Junior Field Site and a large part of the Senior Field Site (HGY/2014/0759 and HG/2015/2961) with plans approved for the next phase to incorporate the Far Field Site (HGY/2018/1310)) and (b) improved signage around the School estate, currently focused on the Bishopswood Road campus (HGY/2015/0154-0158) including the incorporation of way-finding signage.

## Residential Properties

- 4.56 In addition to some 50 academic and ancillary buildings, the School owns a residential portfolio of some 17 properties (39 dwelling units) located primarily on Bishopswood Road and on both the southern 'academic' side and the more residential northern side of the carriageway. The dwellings within the various buildings are occupied by some staff, whilst others are let by the School for general residential occupation. All are self-contained with their own kitchens and bathrooms. The surplus from the rental income of these properties is re-invested into the School to part-fund its charitable work. Whilst these buildings form part of the School's wider estate, they are residential in character and are independent planning units. They therefore fall in Use Class C3 (Dwelling Houses).
- 4.57 These properties are the residual of a larger number of properties, many in the immediate locality of Bishopswood Road, that were owned by the School and which have since been sold. The receipts of those properties that have been sold have been re-invested into the essential improvements of the academic buildings or in accordance with the School's wider charitable purposes.
- 4.58 The School has a need to consider how these properties can best support the future academic and charitable objectives of the School in addition to its ongoing responsibilities to invest in the upkeep.

## Site Challenges

- 4.59 The need to upgrade the School's existing buildings and facilities (together with the need for new floorspace) is fundamental to ensuring the long-term operation and success of the School. A Site Assessment carried out by the School is set out below identifying constraints and opportunities across the Estate informing how and where specific educational facilities could be provided across the whole estate.
- 4.60 In developing its plans to address its academic requirements and building modernisation and refurbishment needs, the School has over the last few years been engaging the community on specific designs and, more recently, its estates masterplan. At the outset of this process, the School appointed a principal architect, following a challenging accommodation specification, to bring forward plans for Dyne House. Those plans sought at that time to develop a VIth Form centre and new facilities for the Music and Drama Departments, including a theatre, to deal with three of the four key academic requirements. The plans also looked to relocate Art back from the Bishopswood Road campus.
- 4.61 The School engaged in an informal consultation exercise with key stakeholders in 2015 on the competition design, prior to the commencement of any serious detailed design development. This exercise sought to respond to requests by stakeholders for the School to engage early in the design process and with the intent of establishing the parameters and identify the key issues for the redevelopment designs for Dyne House. The exercise proved invaluable in meeting its original intent identifying the key issues for consideration, which the School has been reflecting on in developing plans for the site and other School sites over the lifespan of this SPD.
- 4.62 Following the informal 2015 stakeholder engagement, an extensive review of alternative locations for some of the Dyne House functions was undertaken by the School considering teaching, timetabling, operational and circulation requirements. This also resulted in further informal

stakeholder engagement regarding a proposal for a new facility for the Richards Music Centre in 2016 which at that time considered co-locating Music and Drama facilities on the Bishopswood Road campus.

4.63 This extensive process concluded that the Art Department should remain in the Mills Centre, and that should the School decide to move forward with such a facility, a large performance theatre would be more appropriately located on the Bishopswood Road campus, that Senior School Drama should be relocated to the Richards Music Centre and that Senior School Music needs to remain on the Senior School campus.

4.64 The Site Assessment is summarised as follows.



SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
<b>Land to the north of Bishopswood Road – Backlands</b>	Residential in School ownership.		<ul style="list-style-type: none"> <li>Residential Area</li> <li>Highgate Conservation Area</li> </ul>	<p>A change of use would be required and would result in the loss of residential accommodation which is contrary to policies set out in Haringey Development Policies (DM10), only where the housing is replaced with at least equivalent new residential floorspace would the loss be considered as acceptable.</p> <p>It is likely that the demolition and re-build of the buildings would be required to provide adequate floorspace for education use. Policy DM9 of the Development Management Policies states that the Council will consider and support proposals for the sensitive redevelopment of sites where they detract from the character and appearance of the Conservation Area.</p>	<p>Given the proposed use, it is important to consider the academic and operational issues that Highgate School faces. The development of this site for education (subject to planning) would have the following impacts:</p> <ul style="list-style-type: none"> <li>Increased distance from Senior School for both pupils and teachers would have significant adverse impact to timetable</li> <li>Travel time incompatible with 35 minute individual music lessons but facilities in Dyne House could be retained</li> <li>Flexibility for option to sell properties to provide funding for capital investment in academic facilities needed</li> </ul>	The conversion or redevelopment of the site for education would be resisted by the Council on the basis of loss of residential floorspace and heritage. In addition, the location of these sites would not be feasible in relation to the specific academic requirements.
<b>4-12 Bishopswood Road</b>	Residential in School ownership. The existing buildings on these sites comprise a mix of detached and semi-detached Victorian Villas. The dwellings are occupied by private leaseholders or leased to staff employed by the School. Permissions have	c. 6,800 m <sup>2</sup>	<ul style="list-style-type: none"> <li>Residential Area</li> <li>Highgate Conservation Area</li> </ul>	<p>In order to provide educational use within these existing dwellings a change of use would be required.</p> <p>A change of use would result in the loss of residential accommodation which is contrary to policies set out in Haringey Development Policies (DM10), only where the housing is replaced with at least equivalent new residential floorspace would the loss be considered as acceptable.</p> <p>It is likely that the demolition and re-build of the dwellings would be required to provide adequate floorspace for educational use.</p>	<p>Given the proposed use, it is important to consider the academic and operational issues that Highgate School faces. The development of this site for education (subject to planning) would have the following impacts:</p> <ul style="list-style-type: none"> <li>Significant adverse impact on timetabling given the increased distance from other School facilities including the Senior School campus.</li> <li>Should provision be for Music/Arts the distance from other School facilities would be incompatible for timetabling.</li> </ul>	The conversion or redevelopment of the site for education would be resisted by the Council on the basis of loss of residential floorspace and in relation to heritage impact. In addition, the location of these sites would not be feasible in relation to the specific academic requirements.

SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
	been granted for the conversion of the dwellings into self-contained residential units.			Policy DM9 of the Development Management Policies states that the Council will consider and support proposals for the sensitive redevelopment of sites where they detract from the character and appearance of the Conservation area. These dwellings are not considered to detract from the Conservation Area therefore their redevelopment would be resisted.	<ul style="list-style-type: none"> <li>The properties generate funds at present for the School, and the loss of these may restrict further investment.</li> <li>Whatever use is proposed would separate the School's academic Estate.</li> </ul>	
<b>20-24 Broadlands Road</b>	Residential (with some CCF use). The residential properties have had a number of recent applications for extensions and alterations which have been approved.	c. 6,800 m <sup>2</sup>	The key constraints on the site are as above.	As Above. Consent does exist on a number of the properties for extensions and alterations however these would not provide floorspace sufficient for academic requirements, therefore demolition and re-build would be required. This would likely be resisted given the Conservation Area status.	Increased distance from Senior School for both pupils and teachers would have significant adverse impact to timetable. Travel time incompatible with 35-minute individual music lessons but facilities in Dyne House could be retained. Flexibility for option to sell properties to provide funding for capital investment in academic facilities needed. VIth Form Centre would be separate from Science laboratories and School library.	As above.
<b>Land facing Broadlands Road to north of Mallinson Sports Centre- Fives Courts and Squash Courts</b>	Outdoor hard and soft standing amenity space	c. 950 m <sup>2</sup>	Loss of Sports facilities would be a consideration if the site was to be used for alternative development.	The site is located in the Highgate Conservation area, and the building itself is not considered to positively contribute to the Conservation Area. The land is outside of Metropolitan Open Land, but adjacent to the boundary. Planning permission has already been granted for the intensification of the Sports Use and external alterations which would improve the visual appearance of the site.	Increased distance from Senior School for both pupils and teachers would have significant adverse impact to timetable. Travel time incompatible with 35-minute individual music lessons but facilities in Dyne House could be retained. VIth Form Centre would be separate from Science laboratories and School library. Site identified to improve sporting facilities.	Area could be enhanced as part of improvements to internal and external sports facilities set out in paragraphs 4.19 to 4.21. The site could be utilised for redevelopment given the limited constraints that exist from a planning perspective. Consideration should be given to height, scale and massing and the assessment in light of the neighbouring MOL.



SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
				<p>Any substantial redevelopment of the site would need to be sensitive to the openness of the adjacent MOL and the heritage sensitivities associated with the site.</p> <p>It is considered that the site could be suitable from a planning perspective for redevelopment to provide alternative academic facilities.</p>		
<b>11-13 Bishopswood Road</b>	Residential	c. 2,200 m <sup>2</sup>	Residential street frontage, conservation area	Would require change of use, resulting in the loss of residential accommodation contrary to policy.	<p>Increased distance from Senior School for both pupils and teachers would have significant adverse impact to timetable.</p> <p>Travel time incompatible with 35-minute individual music lessons but facilities in Dyne House could be retained.</p> <p>VIth Form Centre would be separate from Science laboratories and School library.</p>	Not feasible for the specific academic requirements set out in paragraphs 4.5 to 4.7.
<b>15 Bishopswood Road</b>	Residential	c. 1,400 m <sup>2</sup>	As per Site 2 assessment.	Residential street frontage, Conservation Area	<p>Increased distance from Senior School for both pupils and teachers would have significant adverse impact to timetable.</p> <p>Travel time incompatible with 35-minute individual music lessons but facilities in Dyne House could be retained.</p> <p>VIth Form Centre would be separate from Science laboratories and School library.</p>	Not feasible for the specific academic requirements set out in paragraphs 4.5 to 4.7.
<b>Caen Wood Hall</b>	Multi-functional sports use (prior to new Junior School, also provided only assembly hall for the Junior School)	c. 600 m <sup>2</sup>	Within MOL and adjacent to the sports pitches therefore extending the building to accommodate the	<p>Long and narrow – unable to consider extending width due to impact on sports pitches.</p> <p>Opportunity for a new basement exists but options still compromised due to above ground limitations.</p>	<p>Increased distance from Senior School for both pupils and teachers would have significant adverse impact to timetable.</p> <p>Travel time incompatible with 35-minute individual music lessons but facilities in Dyne House could be retained.</p>	Area could be enhanced as part of improvements to internal and external sports facilities set out in paragraphs 4.19 to 4.21.

SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
			<p>floorspace required would be challenging.</p> <p>The site is also located within the Highgate Conservation Area which limits the scale of development and also limits the possibility of demolition of the existing Caen Wood Hall. Potential scope for development of a basement storey to accommodate more floorspace.</p> <p>Given the location in a Conservation Area the quality of design would need to be of the highest quality.</p>		<p>VIth Form Centre would be separate from Science laboratories and School library.</p>	<p>Identified as a good location for a new School performance theatre through the provision of a new basement.</p>
<b>Cricket Pavilion</b>	Changing for sports, storage for Grounds equipment and accommodation for Grounds Manager	c. 500 m <sup>2</sup>	<p>Within MOL and adjacent to the sports pitches therefore extending the building to accommodate the floorspace required would be challenging.</p>	<p>Significant extension would impact on sports pitches, Conservation Area and MOL.</p>	<p>VIth Form Centre would be separate from Science laboratories and School library.</p> <p>Travel time incompatible with 35-minute individual music lessons but facilities in Dyne House could be retained.</p> <p>Limited size – could not readily accommodate academic requirements set out in paragraph 4.6.</p> <p>Existing uses would need to be relocated to alternative buildings.</p>	<p>Not feasible for the specific academic requirements set out in paragraph 4.5 to 4.7.</p>

SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
<b>Richards Music Centre</b>	IT Data Centre, office space for Sports and Exercise staff and small dance studio.	c. 850 m <sup>2</sup>	Adjacent to Metropolitan Open Land and located within the Conservation Area.  The quality in design of any development proposed would need to be high given the heritage considerations.	Residential areas to rear and eastern end	With basement, opportunity to accommodate Drama and Sports and Exercise facilities (pupil changing and office spaces).  Alternative location for IT Data Centre possible (perhaps Rifle Range).  Distance time from Senior School, whilst not ideal, is just manageable for drama with some changes to timetabling for that subject – it is the closest part of the estate to the Senior School. Travel time would not be manageable for VIth Form Centre due to frequency of movement that would be required for pupils and staff or Music due to frequency and length (35-minute) of individual lessons.  Proximity to new Junior School could allow use of its new Hall for drama on occasions.  VIth Form Centre would be separate from Science laboratories and School library.	Opportunity to provide for both Drama and some SPEX changing provision set out in paragraphs 4.15 and 4.21. The site provides an opportunity for redevelopment as the current building is not fit for modern academic needs.  Subject to a robust justification against the policies of the NPPF, London Plan, statutory development plan and having regard to the guidance in this SPD, the area to the front of the existing RMC building is laid to tarmac and used extensively for car parking. This area detracts from the purposes of the MOL and subject to being able to demonstrate very special circumstances some development in or on the boundary of the Metropolitan Open Land may be possible.
<b>Rifle Range</b>	CCF Rifle Range with small extension at rear. The building is not significant in scale and is currently dilapidated and in need of improvements. Planning Permission was granted in 2015 for a sub-surface	c. 300 m <sup>2</sup>	Designated MOL therefore it will be challenging to extend the footprint to accommodate the facilities required but possibility to consider basement.	Lack of services (including drainage) to site.  Lack of vehicle access.	The size of the existing site limits significant redevelopment opportunities and the size would not be sufficient for many of the academic departments.  VIth Form Centre would be separate from Science laboratories and School library.  Travel time would not be manageable for VIth Form Centre due to frequency of movement that would be required for pupils and staff.	There is limited scope to extend or redevelop this facility to accommodate the educational facilities; the building in its current form would not be suitable for education use. The location of the facility would be at some distance from other School facilities and access would require further paths through the MOL which would also be resisted. However, possible opportunities on same footprint for Outdoor Education, CCF

SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
	extension to the armoury.					and ancillary purposes with a new structure.
<b>Garden area between the Mills Centre (B) and the new Junior School (A)</b>	Outdoor space for reflection and play for Junior School. Also used by Art Department	c. 1,450 m <sup>2</sup>	Designated Metropolitan Open Land Policies at both Regional and Local level provide significant protection to sites designated as Metropolitan Open Land (DM20), London Plan Policy 7.17 strongly supports MOL stating that the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL. The site is also located within	Currently in use as a garden/amenity space for School buildings.	VIth Form Centre would be separate from Science laboratories and School library.  Travel time would not be manageable for VIth Form Centre due to frequency of movement that would be required for pupils and staff or for Music.  Space provides necessary outdoor space for Junior School.	Development would be completely within MOL on open area in addition it is not considered that this site would be feasible for the specific academic requirements set out in paragraph 4.5 to 4.7.

SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
			the Highgate Conservation Area, and development within the Conservation Area would need to consider the setting and ensure it was preserving and enhancing the Conservation Area. It would be unlikely that the Council would permit the redevelopment of the site given these constraints.			
<b>Far Field</b>	The site is currently used by the School as a remote playing field for a number of sports activities. There is a small building on the site which provides some limited changing facilities although these are sub-standard facilities.	c. 22,000 m <sup>2</sup>	The entirety of the Far Field is designated Metropolitan Open Land. Policies at both Regional and Local level provide significant protection to sites designation as Metropolitan Open Land (DM20), London Plan Policy 7.17 strongly supports MOL stating that the strongest protection should be given to London's Metropolitan Open Land and	<ul style="list-style-type: none"> <li>• Located opposite Kenwood and Hampstead Heath</li> <li>• Predominantly residential area;</li> <li>• On the borough boundary so would require co-operation between local planning authorities;</li> <li>• Located within Metropolitan Land opposite Hampstead Heath</li> </ul> <p>Lack of access to the site.</p>	<p>Due to the significant distance of this site to the remainder of the School Estate it is not a suitable location for academic subjects due to timetabling constraints.</p> <p>The site remains suited to sports use (double-periods) and supports the Schools community partnerships that give access to facilities to state funded partner schools. However, changing facilities and spectator provision are limited and date from when the School was boys only. Existing facilities require upgrading to meet the needs of all educational users and to meet the requirements of the Equalities and Education Acts.</p>	<p>There would be scope to improve the existing sporting facilities in line with Policy 7.17. Those facilities would need to be essential ancillary to the primary use as playing field and must seek to maintain the openness of the MOL.</p> <p>The site would not be suitable for academic development, other than SpEx related, given the timetabling constraints.</p>

SITE	EXISTING USE	SITE AREA	SITE CONSTRAINTS	PLANNING ISSUES	ACADEMIC/OPERATIONAL ISSUES	CONCLUSION
			<p>inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL. The site is also located within the Highgate Conservation Area, and development within the Conservation Area would need to consider the setting and ensure it was preserving and enhancing the Conservation Area.</p> <p>It would be unlikely that the Council would permit the redevelopment of the site given these constraints.</p>			

- 4.65 The Assessment concluded that the School has insufficient space to provide all the necessary floorspace requirements for the Senior School on one site and that, consequently, effective teaching of the curriculum will need to be achieved through a balance of timetabling and the clustering of facilities to minimise lost teaching time moving between sites.

## Summary

- 4.66 A summary of the outcomes related to the three main academic requirements that has been the focus of this process is set out below:

**Vlth Form Centre** - The space requirements for the dedicated VI<sup>th</sup> Form Centre are significant. In addition, other than a few VI<sup>th</sup> Form only subjects (e.g. Economics), A-Level subject teachers also teach classes in Years 7 to 11. As such, operationally, the VI<sup>th</sup> Form Centre needs to be within easy reach of the Senior School. As such, the Dyne House Site is the only realistic option for the VI<sup>th</sup> Form Centre.

**Senior School Drama provision** - Whilst the School's preference would be to retain this facility within the Senior School campus, they considered that it would be manageable to re-locate them to the Bishopswood Road Campus. In considering the travel time between sites, the need to deliver these facilities urgently and given the limited opportunity to develop current facilities, the Council agrees with the School that the only realistic option to provide this facility is to redevelop the existing Richards Music Centre building; a building that is no longer in effective use for educational purposes.

**Senior School Music provision** – Whilst the School initially looked at re-locating this facility to the existing Richards Music Centre building, further engagement with teaching staff in the Department highlighted the significance of the operational constraints associated with individual music lessons for Senior School pupils. The School's view is, therefore, that the Senior School Music provision needs to remain on the Senior School campus.

- 4.67 In addition to the above key academic requirements, the School must also update a number of its other assets in order to provide modern, adaptable and safe teaching facilities or to meet the growing needs of sports, fitness and the associated health agenda. These facilities are unable to be relocated within the wider school estate. This includes:

**Science Block Extensions** – The requirements for the teaching of Science, Technology, Engineering and Mathematics (STEM) subjects have increased substantially since the School was first established, and never more so than in the past few years. The School has updated its facilities in a piecemeal fashion principally to meet the safety and teaching requirements of these key subjects, but this has compromised the teaching environments and the accommodation is no longer fit for purpose and is sub-standard as it is not able to meet average classroom sizes or provide the facilities to deliver the necessary curriculum requirements. These classrooms, within the Science Block, need to be reconfigured with an overall small-scale increase to floorspace to provide both the appropriate size of classroom and to accommodate the necessary facilities and safety equipment. These classrooms cannot, as part of the School's wider proposals, be accommodated elsewhere within the estate.



*Photo 27: Typical Dry Laboratory Classroom*

**Mallinson Sports Centre** – It has been a long-term vision of the School to extend and expand the facilities of the Mallinson Sports Centre to provide additional indoor sports facilities and to provide facilities that meet the needs of all gender groups and those with disabilities. New plant is also required. Currently, the sports facilities fall below that which would be expected of a school of Highgate's size and the facilities are in need of a full-scale refurbishment. The swimming pool has recently required the replacement of the original roof due to structural and other issues with the existing building.

**The Orchard, Tatham's Field & Far Field** – These areas all form part of the wider open space within the School. It is not proposed that any development, other than at the Far Field, will take place in any of these areas. Instead, it is intended that the areas will be reviewed to assess their suitability for outdoor sports use, and the inclusion of them in the wider management of the outdoor areas. Access to greater sports provision will benefit not just the School, but its partner organisations as well. At Far Field, development will be restricted to that necessary to meet the School's essential needs in terms of changing room and toilet provision. The facilities have not been updated since the school became co-educational or to cater for those with disabilities. Given the distance of Far Field from the main school it is recognised that limited facilities do need to be provided here.

**Decant Buildings** – Throughout all of the development proposals identifies, decant classroom accommodation will be required. It is recognised that this will need to be positioned centrally within the School's estate given the pedestrian routes and travelling times referred to above and how this impacts educational delivery. The location of the decant facilities should minimise the impact on local neighbours, require minimal ground works and require the full reinstatement of the land after.

4.68 Notwithstanding that this SPD has been developed taking into account supporting documents provided by the school, including an Education Needs and Accommodation Needs assessment, it is considered that the need for the specific facilities proposed is an important consideration in the planning balance. Therefore when strategic proposals in the SPD come forward the development



quanta proposed should be justified within planning applications to help in weighing up the planning balance against potential impacts on designations and amenity affecting each site.

## 5.0 Planning Policy Context

### Introduction

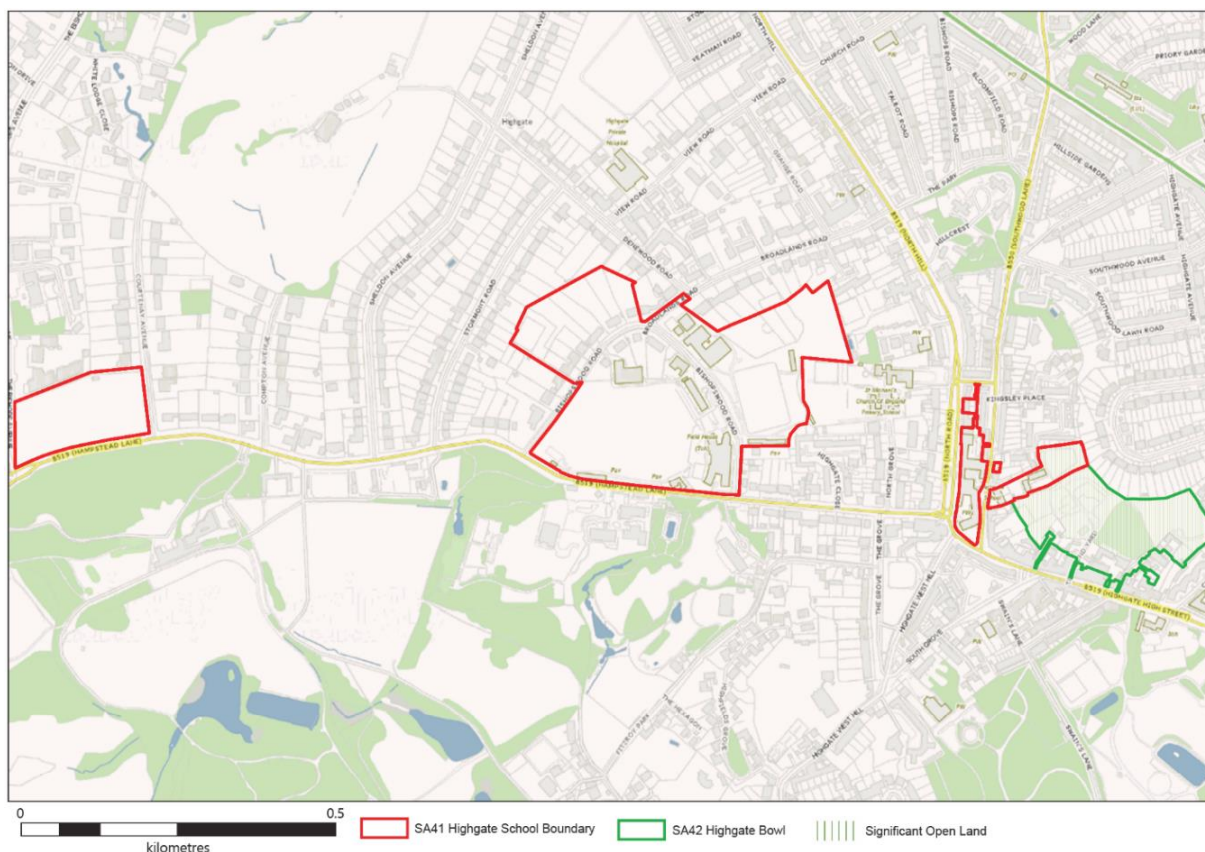
- 5.1 In preparing this SPD the Council has engaged directly with Highgate School to understand its educational, development and estate requirements.
- 5.2 This SPD provides direction on how the policies of the statutory Development Plan will apply in considering any application brought forward by the School and recognises the Council's obligations under the National Planning Policy Framework (NPPF).
- 5.3 Each section sets out the relevant policy background and requirements with the statutory Development Plan and then sets out, in the context of proposals related to Highgate School how these translate into objectives that the school should meet.
- 5.4 The statutory development plan applicable when this document is due to be adopted comprises:
- the London Plan (2021);
  - the London Borough of Haringey Local Plan Strategic Policies DPD (2013 with modifications 2017);
  - the Development Management DPD (2017);
  - the Site Allocations DPD (2017); and
  - the Highgate Neighbourhood Plan (2017).
- 5.5 The SPD has also had regard to other documents that constitute 'material considerations' as required by national policy.

### The Policy Context for this SPD

- 5.6 The Site Allocations DPD identifies Highgate School as Site SA41 with the purpose of the allocation being:

*“Exploration of how the school facilities can be enhanced while simultaneously benefitting local communities including potentially increasing accessibility through the landholdings.”*

Figure 3: Highgate School Allocation



- 5.7 The Site Allocation recognises that the School must meet the education needs of its pupils. In preparing this SPD, the School has worked with Haringey Council which recognises that the school occupies two campuses. The Council considered that a holistic approach is therefore required, and this SPD covers the whole School.
- 5.8 The Council recognises through this SPD its responsibilities under the NPPF (2019) (paragraph 94) that:
- 'it is important that sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take the proactive, positive and collaborative approach to approach this requirement, and to development that will widen choice in education. They should:*
- A) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
  - B) work with the school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted'.*
- 5.9 The requirements and guidelines of the SPD, set out in SA41, are set out in the Introduction to this document.
- 5.10 In delivering proposals within the Senior School and, specifically those related to Dyne House, the Council will expect the School to have regard to site allocation SA42 which relates to the

'Highgate Bowl'. SA42 seeks to protect the Highgate Bowl as open space, and to improve public access to it through limited redevelopment of Townsend Yard, Broadbent Close and Duke's Head Yard (referred to as 'the Yards').

- 5.11 The boundary of the Highgate Bowl (see Figure 4) abuts the southern boundary of the School's Dyne House Site. Dyne House lies outside the designated area of the Highgate Bowl Site Allocation, as set out within the adopted Highgate Neighbourhood Plan and Site Allocations DPD. The Parade Ground (the area of currently flat tarmacked land to the north east of the Dyne House buildings) also falls outside of the Highgate Bowl allocation, but within an area of 'Proposed Significant Open Land' as defined within SA42 of the Site Allocations DPD. The Council will expect the School to respond to site allocation SA42 when bringing forward any proposals for Dyne House.



Figure 4: Highgate Bowl Allocation

- 5.12 The key overarching principles that need to be considered when the School is developing application proposals are as follows:
- Built environment and design quality of the proposals;
  - Development of appropriate land uses;
  - Impact on the historic environment;
  - Metropolitan Open Land;
  - Impact on the natural environment;
  - Transport and pedestrian movement; and,
  - Sustainability.

- 5.13 This list is not exhaustive and there are other policy tests within the suite of Development Plan Documents and other documents that constitute material considerations that will need to be taken into consideration. When strategic proposals in the SPD come forward the development quanta proposed should be should also be justified within planning applications to help in weighing up the planning balance against potential impacts on designations and amenity affecting each site.
- 5.14 Of note, the school borders the London Borough of Camden and the impact of any development on the Camden side of the borough boundary needs to be considered where appropriate. In particular there are conservation area and MOL designations, listed and locally listed buildings, and a Registered Park / Garden of Special Historic Interest adjacent to the school but lying within Camden. While these are outside of the school estate, the impact of any relevant scheme on their setting should be considered.
- 5.15 The following sub-sections set out the key policy themes relevant to the School estate, provide a synopsis of the relevant policies and its relevance to the School's objectives and set out the objectives that the Council expects the School to meet in bringing forward proposals.

## Built Environment

### Planning Policy

- 5.16 Development within Haringey should be of the highest standard of design and provide a proposal which respects the local character, historic significance and will contribute to the creation and enhancement of Haringey's sense of place and identity (Policy SP11). High quality building design should be accompanied by high standards of landscaping and access that incorporate 'Secured by Design' principles and create inclusive environments (Policy SP11). Buildings should be designed to be flexible and adaptable and be able to integrate services and functions (Policy SP11).
- 5.17 All development should have regard to the form, function and structure of an area (London Plan Policy D1B). Proposals should improve an area's visual connection with natural features and should ultimately contribute to enhancing the character of the area.
- 5.18 Policy DM1 requires all new development and changes of use to achieve a high standard of design and contribute to the distinctive character and amenity of the local area. It sets out that the Council will support design-led development proposals that relate positively to neighbouring structures new or old, to create a harmonious whole.
- 5.19 This is also reflected in the NPPF. Paragraph 124 states it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 5.20 The NPPF seeks to ensure development functions well and adds to the overall quality of the area; establishes a strong sense of place, creating attractive and comfortable places to live, work and visit; optimises the potential of a site to accommodate built development, creates and sustains an appropriate mix of uses and supports local facilities and transport networks; and responds to local character and history, reflecting the identity of local surroundings and materials,



while not preventing or discouraging appropriate innovation (para 127). Proposals should seek to exploit opportunities to improve the character and quality of an area and the way it functions (para 125).

### **Objectives under Policy**

- 5.21 The Council will support the adaptation of existing facilities or provision of additional facilities that improve the quality of existing buildings, landscaping and the street environment. In accordance with Policy SP11 such proposals will be expected to bring forward the highest quality of design and use of materials. A contemporary or a more historic appearance could be acceptable subject to demonstrating that it contributes to the distinct character of the area.
  
- 5.22 Whilst there is already an onus on design given the School's location within the Highgate Conservation Area, the Council will expect that proposals for new development will be of the highest standard of design ensuring that proposals reflect and respect the local character and historic significance of the area, including both short and long views. The School occupies a prominent location within Highgate, and it is therefore important that design complements and enhances the identity of Highgate within Haringey.
  
- 5.23 In assessing the appropriate design, the Council will take into consideration the operational requirements of the School and the long-standing inefficiencies that arise because the School is split between two different campus areas within Highgate and, within the Senior School itself, that arise because the School is split between the Island Site and the Dyne House Site. Supporting text to Policy SP11 recognises that good design is not just about how places look, but also about how they work (paragraph 6.1.3). The functionality of new facilities, the year groups to which the facility relates (junior or senior schools), the impact on the delivery of education and 'lost time' will be relevant when considering appropriate design.
  
- 5.24 The priority will be to ensure the distinctive character of the area is maintained. This includes the openness of the designated areas including the open character of the Bowl as well as the character of the Bishopswood area.
  
- 5.25 Appropriate height, bulk and mass will reflect the need to maintain the openness of the designated areas. The inclusion of subsurface development as part of any scheme will be supported subject to ensuring, where applicable, that the openness of the Metropolitan Open Land (MOL) is maintained. Building heights will be assessed in respect of the criteria set out in policy DM6 (Building Heights).
  
- 5.26 The Council supports the School's objective to improve the energy efficiency of existing buildings and exemplify 'green' standards in new buildings. The Council will encourage development which reduces energy demand and carbon emissions through the uses and/or the specification of sustainable/renewable building materials including energy-efficiency lighting, passive solar and other energy methods, as well as relying on natural light and ventilation, utilising other low carbon technologies. These measures should be considered alongside policies on climate change (SP4).
  
- 5.27 In new build developments, the Council will expect all developments within the School to be Zero Carbon in accordance with the London Plan and Haringey's Local Plan Policy SP4. The Council will also expect the School to achieve at least a BREEAM Very Good rating with an aspiration to

reach Excellent where feasible. For refurbishments, this would be a target (given the limitations associated with older construction technologies).

- 5.28 Any scheme should incorporate the best aspects of Secured by Design, improving safety by promoting high-quality development which promotes passive surveillance of spaces. National Planning Practice Guidance on Design and Healthy and Safe Communities should also be considered in this regard.
- 5.29 Development proposals should promote pedestrian linkages for pupils and staff through the School Site. New School buildings and spaces should be inclusive and accessible to all with roads and pavements, and the spaces between buildings, fully accessible. Proposals should ensure good quality access and circulation arrangements, including improvements to existing routes and footways to cater for the needs of those with disabilities. Specific regard should be given to the relationship of the School's amenity areas to sensitive neighbouring uses. Where possible, measures to improve the existing situation should be explored including the location and/or proximity of external areas.
- 5.30 Where necessary, the Council will support enhanced access to more remote parts of the School estate by those with disabilities provided that this does not impact the general openness of these areas.
- 5.31 High quality landscape plays an important role in the attractiveness and character of the Highgate surroundings. Proposals should include a high standard of planting design and hard landscape and boundary features should include the extension of the School's extended railings project, the use of brick walls and residential scale fencing. Planting will also be encouraged highlighting the importance of good design and emphasis of the benefits of green roofs, which will be further assessed on a site by site basis in the detailed planning application stage.
- 5.32 The Council will support development that ensures a high standard of privacy and amenity for the development's users and neighbours.
- 5.33 This SPD has a lifespan of 10-years and provides a coherent framework within which individual projects will be realised. Individual development projects will:
- be highly sustainable;
  - be integrated within a coherent landscape setting;
  - have no unacceptable visual impact on townscape and historically significant views including those from the London Borough of Camden;
  - improve connections, routes, flow and movement within the two campuses, including the Dyne House site with pedestrians as a priority;
  - make a positive contribution to the setting of the School through excellent contextual design;
  - recognise the history and culture of Highgate School whilst bringing it forward into the 21<sup>st</sup> century;
  - relate positively to existing buildings and to other possible future buildings;
  - provide good quality accommodation which meets the brief, and which is future-proofed;

- assess the cumulative transport impacts of the proposals for individual projects and provide appropriate mitigation if required;
- be supported by appropriate physical and social infrastructure;
- preserve and enhance the significance of heritage assets and their settings through sensitive reuse of historic buildings and careful contextual design for new developments; and
- where demolition is being proposed, be subject to heritage impact assessment and appropriate redevelopment of the site should make an equal or greater contribution to the Conservation Area.

## Land Uses

- 5.34 The Highgate School estate is an established Class F1 Learning and non-residential institution as defined by the Town & Country Planning (Use Classes) Order 1987, as amended.
- 5.35 It comprises a mix of buildings used for direct educational purposes and a range of supporting buildings, in ancillary uses that would ordinarily fall within the designation of other use classes had they not been ancillary to the primary educational use. Ancillary buildings falling within the Class E use class include administrative offices, sports centre and associated sports facilities.
- 5.36 In addition, there are a number of residential buildings, including the Head's House, which fall within Use Class C3 (dwelling houses).

## Planning Policy

- 5.37 London is a growing City with an increasing number of young people. As such, educational facilities at all levels will need to be enhanced, strengthened and retained to ensure the necessary support and opportunities are given to all young people in the City. Policy S3 of the London Plan sets out that the Mayor will support the provision of childcare, primary and secondary school facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice.
- 5.38 Policy S3 of the London Plan states that 'Access to high quality education and training has a profound effect on people's life chances and is one of the most powerful ways to break down inequalities and improve social mobility'.
- 5.39 Paragraph 5.3.5 highlights the growing need for school places in London. This need, particularly for secondary school places, requires a strategic approach to delivery, making it harder to quantify within individual boroughs.
- 5.40 Paragraph 94 of the NPPF requires local planning authorities to take a proactive, positive and collaborative approach to meet the needs of existing and new communities and, specifically, to give greater weight to the need to create, expand or alter schools.
- 5.41 The NPPF seeks the protection of existing open space, sports and recreational buildings and land, including playing fields, from development, unless surplus to requirements, it is being replaced by equivalent or better provision in terms of quantity and quality in a suitable location, or



the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss (paragraph 97).

- 5.42 Planning Practice Guidance also highlights, in paragraph 001, that Open Space should be taken into account in planning for new development and considering proposals what may affect existing open space.

### **Neighbourhood Plan**

- 5.43 The economic activity chapter of the Neighbourhood Plan includes policies which focus on maintaining the vitality and viability of the area's commercial cores, so they continue to meet the day-to-day needs of the community and enrich and enliven the public realm. These areas provide a multitude of shops, services, community, education and leisure uses. Proposals will be expected to adhere to the requirements of these policies. Although not policy and non-statutory, infrastructure project SC6 in the Neighbourhood Plan seeks to "Encourage community access to privately held sports facilities".

### **Objectives under policy**

- 5.44 The Council supports the efficient and optimum use of Allocated Site SA41 through the upgrading of buildings and the provision of new educational and childcare facilities. The creation of additional Class D1 (Non-residential institution) floorspace will be supported subject to the application of other policies within the statutory Development Plan whilst having regard to other material considerations.
- 5.45 The Council will support developments that are in accordance with paragraph 97 of the NPPF and Policy S3 of the London Plan in that they secure the future development of the School and its evolution in response to the changing co-educational needs of the pupils and the demands of a modern curriculum. In assessing such schemes securing the objectives of Policy S3 will be weighed against other development plan policies including MOL (London Plan Policy G1 and Local Plan Policy SP13) and the historic environment (Policy SP12).
- 5.46 The provision of additional sports space and improvements to existing sports facilities to meet the requirements of the curriculum for the School will be supported subject to other policies in the Plan.
- 5.47 The Council recognises that the portfolio of residential properties located primarily on Bishopswood Road are either tied to the School, providing 'specialist housing' to meet the needs of staff, or have been rented privately. The income from these is re-invested into the School to support its charitable activities. These properties therefore have an important role in supporting the future objectives of the School. The Council will take into consideration this role, when considering future proposals for these buildings.
- 5.48 As a charitable institution, development proposals for educational purposes are eligible for exemption from the Community Infrastructure Levy.

## Historic Environment

### Planning Policy

- 5.49 The School's estate is located within a sensitive area with regards to heritage and conservation. Local planning policy aims to ensure the conservation of the significance of heritage assets, their setting and the wider historic environment (Policy SP12). Proposals will be expected to adhere to the requirements of this policy.
- 5.50 DM9 supports development that conserves and enhances the significance of heritage assets and their setting, Listed Buildings and Archaeological Priority Areas. Proposals should be considered in respect of the criteria set out in Policy DM9.
- 5.51 The Council is intending to review and update the Borough's Archaeological Priority Areas. Pending the Archaeological Priority Area (APA) redraw, all development within the historic school site, and all development schemes over 0.5ha and all basement schemes of any size should be carefully considered for archaeological impact at the design stage in accordance with the requirements of national policy. Early consultation with the Greater London Archaeology Advisory Service and the Council in respect of the potential for finds and the need for mitigation should be sought.
- 5.52 The Planning (Listed Buildings and Conservations Areas) Act 1990 places a duty on the Council to have special regard to the desirability of preserving or enhancing a listed building, its setting or any features of special architectural or historic interest which it possesses. It also requires the Council to have special regard to the desirability of preserving or enhancing the character and appearance of Conservation Areas.
- 5.53 As outlined in 5.48, the Council will have regard to the Planning (Listed Buildings and Conservation Areas) Act 1990 and pay particular attention to its statutory responsibilities.
- 5.54 The Highgate Conservation Area Character Appraisal and Management Plan (December 2013), and any subsequently adopted CAAMP, will be a material consideration to any application affecting either the Conservation Area or its setting.
- 5.55 These designations have been plotted below as well as showing the MOL designation in Figure 5 and Figure 6.

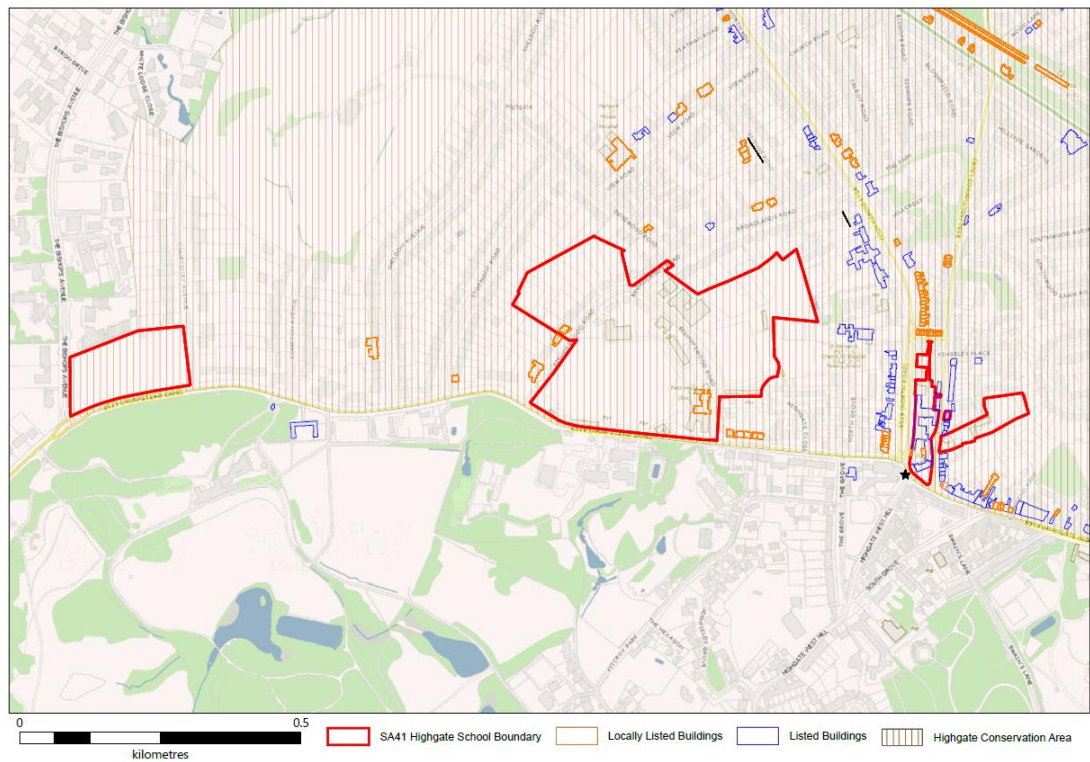


Figure 5: A map showing the Highgate Conservation Area, Locally Listed Buildings and Listed Buildings surrounding the School.

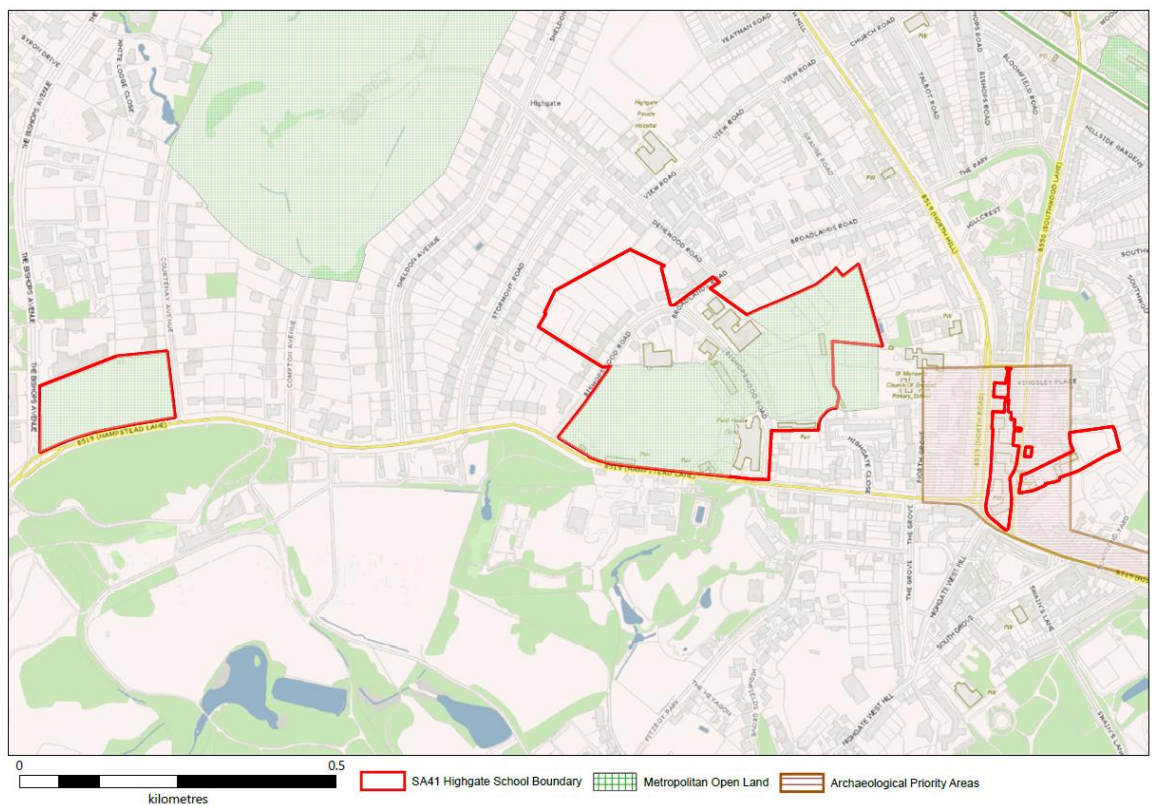


Figure 6: A map showing the Metropolitan Open Land and Archaeological Priority Areas surrounding the School.

- 5.56 London Plan HC1 requires that development proposals should conserve their significance by being sympathetic to assets' significance and appreciation within their surroundings. As such, proposals coming forward from the School should be sympathetic to heritage and conservation opportunities.
- 5.57 Paragraphs 184-192 of the NPPF recognise that heritage assets are an irreplaceable resource and require them to be conserved in a manner appropriate to their significance, putting them to viable uses consistent with their conservation, and ensuring they continue to make a positive contribution to sustainable communities including economic vitality. Development should make a positive contribution to local character and distinctiveness.
- 5.58 The subsequent paragraphs of the NPPF (193-202) set out how potential impacts on heritage assets should be taken into account. Great weight should be given to the conservation of heritage assets. Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification. In some circumstances a balancing exercise should be undertaken considering impacts on heritage assets and other public benefits associated with a proposed development.
- 5.59 For all new development a key issue will be the form and scale of development and its impact on the surrounding townscape and heritage assets. All proposals for new development should be accompanied by a heritage assessment which, where appropriate, includes a townscape visual assessment. The Setting of Heritage Assets (Good Practice in Planning Advice Note 3) offers advice in managing new development and securing good growth for the historic environment.

### **Neighbourhood Plan**

- 5.60 Policy DH1 and DH2 of the Highgate Neighbourhood Plan seek to preserve and enhance the conservation area. Proposals will be expected to adhere to the requirements of these policies.
- 5.61 In addition, Policy DH11 outlines the requirement for development proposals to assess the potential impact on archaeological assets and the expectation for proposals to provide satisfactory arrangements for excavation and recording, in advance of development.

### **Objectives under policy**

- 5.62 An initial Heritage Statement (Baseline Heritage Assessment) has been carried out by the School covering the entire Highgate School Estate grounds. This document provides an up to date assessment of the character, appearance and contribution of the buildings within the School's estate and concludes that the development and history of Highgate School has had a positive impact on the Conservation Area, contributing greatly to its overall architectural interest and historic significance. The report outlines the opportunities to improve and enhance the contribution and appearance of the following buildings:
- Dyne House;
  - the Mallinson Sports Centre including the swimming pool and gymnasium; and
  - the Richards Music Centre.



The Council requires further detailed heritage statements and impact assessments to be produced in support of specific development proposals, which are to be submitted at the detailed planning application stages.

- 5.63 In addition, an Archaeological Assessment, desk-based and non-desk-based, is required to be carried out in relation to a specific site and development proposal in consultation with Greater London Archaeology Advisory Service. This is to be submitted for assessment by the Council at the detailed planning application stages. In accordance with the requirement of national policy, in cases where desk-based assessment has led to indications of highly, possibly nationally, important archaeological remains then a stage of field evaluation by an archaeological contractor may be appropriate to understand the significance of a site and the harm from a proposed scheme before an application can be determined.
- 5.64 Within the Highgate Conservation Area Appraisal and Management Plan, it is recognised that the School is facing considerable pressure for new school buildings and facilities as well as the refurbishment of their historic school buildings. The Council will continue to ensure the conservation of Haringey's heritage assets, their setting and the wider historic environment in the assessment of development proposals for the School at the detailed planning application stage.
- 5.65 In considering proposals, the Council does not seek to be prescriptive in terms of the preferred or acceptable architectural style that they would expect to come forward at any site. Designs that are contemporary, and those that replicate the historic features might both be considered appropriate. The Council will however require the School to demonstrate a robust, heritage-led approach to design based on a thorough understanding of the significance of any affected heritage assets. The school should demonstrate how proposals will conserve the significance of the heritage asset concerned.
- 5.66 A Heritage Statement is required to be submitted at the detailed planning application stage in relation to each emerging proposal. The Council will establish with the School, through the pre-application process, the nature and level of detail required for the Heritage Statement for each proposal. The Council will also advise, at this time, if there is a requirement for any other heritage or archaeological study to be undertaken.

## Metropolitan Open Land

### Planning Policy

- 5.67 Green infrastructure within London is protected and the Mayor of London, along with strategic partners, seeks to protect, promote, expand and manage the extent and quality of, and access to, the network of green spaces within London.
- 5.68 The School's Bishopswood Road Campus, together with the Far Field, contains the majority of the School's sporting facilities including the playing fields. These playing fields have been designated as Metropolitan Open Land (MOL) and as such Policy G3 of the London Plan and Policy SP13 of the Haringey Local Plan applies, in so far as the Council will seek to protect these open spaces and green land. (See Figure 7)

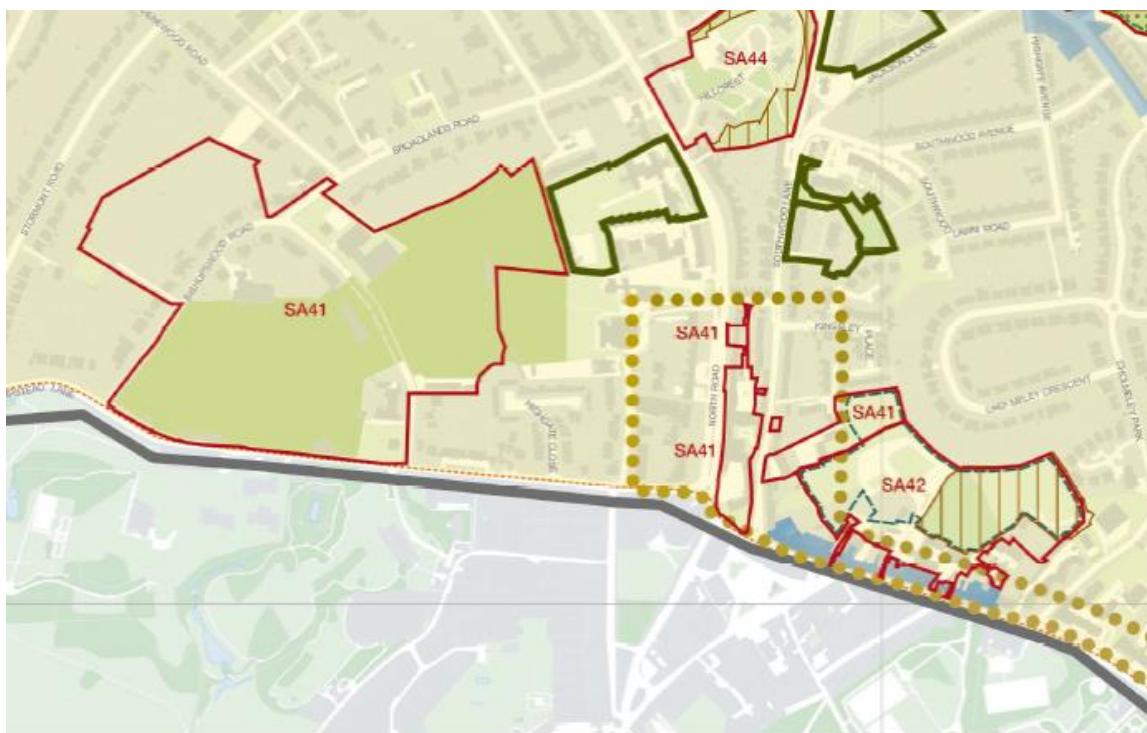


Figure 7 – Extent of Metropolitan Open Land at Highgate School (shown in solid green fill)

- 5.69 Metropolitan Open Land (MOL) is afforded the same status and level of protection as Green Belt. MOL boundaries should only be changed in exceptional circumstances when this is fully evidenced and justified (London Plan Policy G3).
- 5.70 Policies within the London Plan state that areas of MOL should be given the same level of protection as Green Belt. Further to this, Local Plan Policy SP13 outlines that the Council will protect existing MOL and resist any inappropriate development.

### Objectives under Policy

- 5.71 The Council will continue to promote the efficient use of MOL areas within the School's boundaries for outdoor sports or recreational purposes and, where possible, support opportunities for extended community use by state funded partner schools. The School's buildings, playing fields and other facilities are private and not publicly accessible.
- 5.72 The estate includes a range of security measures designed to ensure that the School meets its obligations in respect to the 'Safeguarding' of pupils; a legal principle which establishes that the safety, security and health protection of pupils is a legal responsibility on the School.
- 5.73 The Council will therefore work with the School to support and encourage greater access to the sports facilities through the School's partnership programme with state funded schools and the use of the Mallinson Sports Centre by community groups where this is possible.
- 5.74 The priority will be to preserve the openness of the designated areas in accordance with paragraph 133 of the NPPF which states that '*the essential characteristics of Green Belt are their openness and their permanence*'. Paragraph 145 goes on to state that '*a local planning authority*

*should regard the construction of buildings as inappropriate in the Green Belt. Exceptions to this include:*

*g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:*

*- not have a greater impact on the openness of the Green Belt than the existing development.*

5.75 Paragraph 146 of the NPPF states that ‘*certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include:*

*b) engineering operations*

*e) material changes in the use of land (such as changes of use for outdoor sports or recreation, or for cemeteries and burial grounds).*

5.76 Accordingly, applications that meet these provisions, and those of the development plan, will be considered favourably provided that they reflect the minimum scale and massing required to meet the function proposed. This includes replacement changing/toilet facilities at the Far Field and the provision of Fives Courts, alongside the Mallinson Sports Centre, as replacements to those demolished in the MOL to facilitate the new junior school buildings.

5.77 Subsurface development within the MOL would be acceptable under policy provided it would not affect the character or openness of the MOL in this area. Any proposals for sub-surface development will need to demonstrate that it would be in accordance with other development plan policies and there would be no long-term impact to flora and fauna at surface level. Such development may include the provision of renewable energy sources, basements, subject to a basement impact study, utility ducts and pedestrian tunnels. Any subsurface development should be cognisant of the potential for buried archaeology to be found.

5.78 London Plan Policy G3 identifies that appropriate development within the MOL should be limited to structures that support outdoor open space uses and that any development should seek to minimise the impact to the openness of the MOL. The School has a requirement under the Equalities and Education Acts to upgrade its facilities, particularly at the Far Field, to cater for the mix of the School’s pupil body. Any proposal would need to be supported by a robust justification for very special circumstances as to the requirement for any new, extended or enlarged replacement structures in the MOL with regard to the impact on the MOL’s openness and permanence. Such justification must also demonstrate that the proposal is the smallest size necessary to meet the requirement and that the siting of the structure has considered practically the balance between the need to provide the development proposed and the protection of the openness of the MOL.

5.79 Any development in the MOL will need to be referred to the Mayor of London under The Town and Country Planning (Mayor of London) Order (2008) as a referable development when this exceeds the threshold set within the Order. Such development will need to satisfy the Mayor as to its appropriateness and acceptability and conformity with London Plan policy.

- 5.80 Given the School's proposed pipeline of development, both the Council and the GLA expect the School to bring forward the strategic proposals in this SPD simultaneously. This is to enable proposals to be looked at holistically and comprehensively and cumulative impacts across the various development sites to be assessed as well as to give the local community the overall picture of the school's development intentions and to enable the community to input further into the School's long-term development. As a consequence of simultaneous submissions, any resulting planning approvals may need to be flexible to account for academic and regulatory change over the life of the expected construction programme such as higher standards being introduced for sustainable design.
- 5.81 As part of justifying the case for any development in the MOL, the Council would expect the School to submit a package of proposals that sets out how the applications are linked together and how they are inter-reliant upon each other. This SPD helps to establish the holistic and comprehensive narrative that will inform further documents.
- 5.82 The Council acknowledges that the School has already removed the Fives Courts and another building which were positioned within the MOL as part of the Junior School development. This is part of the approved planning permission HGY/2012/2346.
- 5.83 Much of the School's estate is designated as MOL and the Council will expect the School to protect and preserve these areas in accordance with the NPPF and the statutory development plan (currently set out at London Plan Policy G3, Haringey Strategic Policy SP13 and Development Management Policy DM20).
- 5.84 Proposals which include development within the MOL will be considered against the criteria of the NPPF and London Plan G3 and as set out above. This establishes that inappropriate development within the MOL should be refused except in very special circumstances. As with national Green Belt policy, essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL.
- 5.85 The Council acknowledges that the significant educational requirement by the School contributes towards the very special circumstances for proposals within the MOL. The Council, in principle, supports improved educational facilities provided that they also:
- result in a qualitative improvement to the character and appearance of the MOL through the removal of elements that detract from its purposes; or
  - relate to land that does not meet the overall purposes of the inclusion of the land in the designated area.

## Natural Environment

### Planning Policy

- 5.86 New development shall protect and improve Haringey's parks and open spaces. All new development proposed by Highgate School will protect from inappropriate development and where possible enhance the borough's designated Metropolitan Open Land, designated Open Spaces and other open spaces (Policy SP13).



- 5.87 Policy DM19 only permits development that has a direct or indirect adverse impact upon important ecological assets where the harm cannot be reasonably avoided, and it has been suitably demonstrated that appropriate mitigation can address the harm caused.
- 5.88 The following policies are set out within Policy G4 of the London Plan. The loss of protected open spaces must be resisted unless equivalent or better-quality provision is made within the local catchment area. Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity. A net gain in biodiversity should be sought in accordance with London Plan Policy G6. Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.
- 5.89 The NPPF seeks to ensure developments contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and minimising impacts on biodiversity and providing net gains in biodiversity where possible (paragraph 170).

### **Neighbourhood Plan**

- 5.90 Policies OS1, OS2, OS3 and OS4 of the Neighbourhood Plan focus on Open Space and the Public Realm in the Highgate Neighbourhood Area. The policies seek to empower the whole community to protect, enhance and obtain the maximum benefits from Highgate's open spaces, where this does not harm the existing integrity or character of the open space. Proposals will be expected to adhere to the requirements of these policies.

### **Objectives under policy**

- 5.91 The Council will expect that as proposals are brought forward, the following will be considered and addressed as part of the assessment of landscape impact:
- conserve and enhance the historic landscape and heritage of the School;
  - continue to support and develop an educationally rich, vibrant landscape;
  - conserve the landscape structure of mature trees and openness;
  - improve the value of Nature Conservation across the School Estate;
  - develop a sustainable and productive landscape within the School Estate;
  - adopt sustainable urban drainage principals; and
  - appoint a Landscape Champion on the Governing Body and/or senior leadership team.
- 5.92 The School's open spaces, together with the parade ground, make an important contribution to the natural heritage of Highgate and works to improve the function and character of these areas will be supported.
- 5.93 The Council will support proposals that do not detrimentally impact on nature conservation and biodiversity and do not adversely detract from the overall function, amenity, character and appearance of the School's open space. Any development adjacent to the School's areas of open space will be required to protect and enhance the value and visual character of the open

land. Additionally, the Council will support development that protects and enhances sites of biodiversity and nature conservation.

- 5.94 The Council will support proposals that provide greater community access, under the School's Partnership arrangements, to open space areas and facilities. The Council recognises that the School's buildings, playing fields and other facilities are private and not publicly accessible. It also acknowledges that the safety, security and health protection of pupils is a legal responsibility on the School and that this is a primary consideration in considering any proposal that might give greater access. When planning applications come forward the Council will explore with the School opportunities for limited public access, and if appropriate, agree a Community Use Agreement. Although not policy and non-statutory, infrastructure project SC6 in the Neighbourhood Plan seeks to "Encourage community access to privately held sports facilities".
- 5.95 In considering proposals for major development within the School's estate, the Council will assess the requirement for undertaking any ecological studies within the pre-application stages and confirm this at planning application stage to ensure compliance with the national and local validation lists, including ecological reports where is necessary. The Council will expect that provision to enhance opportunities to enhance the natural environment to be included where practicable within a scheme.
- 5.96 In considering proposals for the regrading, replacement and provision of new drainage systems as part of improvements to existing playing field areas, in addition to any works associated with the establishment of sub-surface areas, the Council will expect the submissions to be accompanied by a report that sets out that there would be no adverse impact to the natural heritage as a result of the works that are undertaken. It is noted by the Council that many of these drainage systems date back to the 19<sup>th</sup> Century and consequently are not operating efficiently.
- 5.97 As set out at Figure 4, the boundary of the Highgate Bowl allocation runs along the southern boundary of the Dyne House site. Development proposals that do not negatively impact on the biodiversity and visual character of the Bowl will be supported.
- 5.98 The area known as the Parade Ground to the rear of Dyne House is currently an area of hard standing and is used as informal play space (it is the only area on the Senior School Site where a ball may be informally 'kicked about'), for general 'sitting out' during study periods and at breaks, and occasionally for gatherings of the whole School, for example for remembrance services. It is underutilised and is not visually appealing.
- 5.99 Whilst this area falls outside the Highgate Bowl allocation, but within an area of 'Proposed Significant Open Land' as defined within SA42 of the Site Allocations DPD (see Figure 4), the Council will seek enhancements to the visual appearance of this space, the removal of the hard standing, the greening of the space or other landscape features as an integral part of any redevelopment proposals submitted in respect to the Dyne House building to support the Significant Open Land designation. The Council will seek opportunities to visually link this area to the adjoining Highgate Bowl.
- The green dotted line shown on Figure 18 to Highgate Neighbourhood Plan Policy KS3 (Highgate Bowl) will set the rear limit for any redevelopment proposals associated with Dyne House.



Figure 8:

## Landscape

- 5.100 A landscape strategy for the School's portfolio has been prepared, which sets out the School's commitment to existing and future landscape. Key commitments and principles include:
- seeking to conserve and enhance the historic landscape of the School's estate;
  - addressing changes to the built environment within an appropriate high-quality landscape design;
  - utilising hard landscape and planting to develop an educationally rich environment;
  - employing management approaches and planting palettes to improve biodiversity; and
  - seeking to adopt sustainable urban drainage principles in accordance with local planning policy.
- 5.101 Proposals that impact on existing trees will be subject to application/notification requirements under the Town and Country Planning (Tree Preservation) (England) Regulations 2012.
- 5.102 Development proposals will have regard to good arboricultural practice and be undertaken in accordance with BS 5837:2012 Trees in relation to design, demolition and construction.
- 5.103 Development proposals that impact upon the existing landscape or streetscape will be sensitively designed to mitigate changes and provide well-considered design solutions.

## Sports

- 5.104 The Council notes that it is a key requirement of the School to maintain and enhance current sports facilities. The Council will therefore support:
- the creation of additional facilities, including synthetic pitches, where there is a demonstrated need;
  - re-provision of existing facilities elsewhere if necessary to facilitate a development project; and
  - ensure any future sports expansion respects the openness of MOL and the remaining mature specimen trees, including TPO-protected trees, within the Estate.
  - Community access to improved facilities which would be beneficial to sport and, therefore, could meet Sport England's Policies and the NPPF, paragraph 97. Sport England has guidance that can assist schools to allow community use of facilities. This guidance can be found at <https://www.sportengland.org/campaigns-and-our-work/use-our-school>.

## Transportation & Pedestrian Environment

### Planning Policy

- 5.105 The London Plan Policy T6 seeks to minimise new car parking across London. At a local level, Policy SP7 of the Local Plan requires development to promote sustainable transport methods and ensure that all new development is fully integrated into sustainable transport networks (Policy SP7). The Council will support public transport including walking and cycling whilst promoting road and pedestrian safety within the Borough.
- 5.106 Policies within the NPPF encourage the development of public transport, walking and cycling with an emphasis on sustainable transport modes. In general, the NPPF states that transport has an important role to play in facilitating sustainable development. Paragraph 103 states that encouragement should be given to those modes that support reductions in greenhouse gas emissions.
- 5.107 Developments should be located and designed, where practicable, to accommodate the efficient delivery of goods and supplies, give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and consider the needs of people with disabilities by all modes of transport (paragraph 102).

### Neighbourhood Plan

- 5.108 Policy TR1 of the Highgate Neighbourhood Plan seeks to promote sustainable movement. The policy sets out that material changes to schools should take account of their impact on the community. Proposals will be expected to adhere to the requirements of these policies. Although not policy and non-statutory, infrastructure project CA/TR20 in the Neighbourhood Plan seeks to "Encourage schools to reduce the traffic problems associated with the school run".

- 5.109 Policy TR3 of the Highgate Neighbourhood Plan sets out the expectation for new major development to demonstrate issues related to minimising traffic impacts have been considered during the planning application process.

**Objectives under policy**

- 5.110 As part of the first applications to be submitted pursuant to this SPD, the Council expects that the School will produce a Transport Assessment applicable to the whole estate and a consolidated Travel Plan which takes into account the cumulative impacts of each application, any As the School intends to submit planning applications simultaneously, this first Travel Plan should be updated if applications subsequently vary permissions or are developed substantially later than proposed initially to address changes in travel patterns.
- 5.111 The Council recognises that the School already has a fully detailed and approved School Travel Plan and that the School was awarded a Gold Accreditation rating by the Council in September 2017. The Council also notes that the School created in the Summer Term 2017 a Transport Logistics Manager role to increase capacity for the implementation of services and initiatives aimed at developing transport solutions and sustainable travel for pupils, staff and parents or carers.
- 5.112 In considering transportation issues, the Council recognises that the School is not seeking to undertake development that would lead to a significant impact in terms of traffic generation. The provision of improved educational facilities, even clustered or relocated from one site to another, envisages the pupil body normally moving between buildings on foot. Where appropriate, the Council may seek the existing Travel Plan to be updated to reflect the changing distribution of facilities across the School. TfL should be consulted on the Transport Assessment and any updates to the Travel Plan. The incorporation of Healthy Streets principles is encouraged alongside measures to help achieve 'Vision Zero'.
- 5.113 The Council will however expect that adequate facilities for the servicing of buildings are incorporated into proposals, and sites with existing car parking that come forward for development will need to justify the retention of those spaces having regard to the relevant Public Transport Accessibility Levels of each site, the policies of the statutory development plan and the NPPF and the operational requirements of the School.

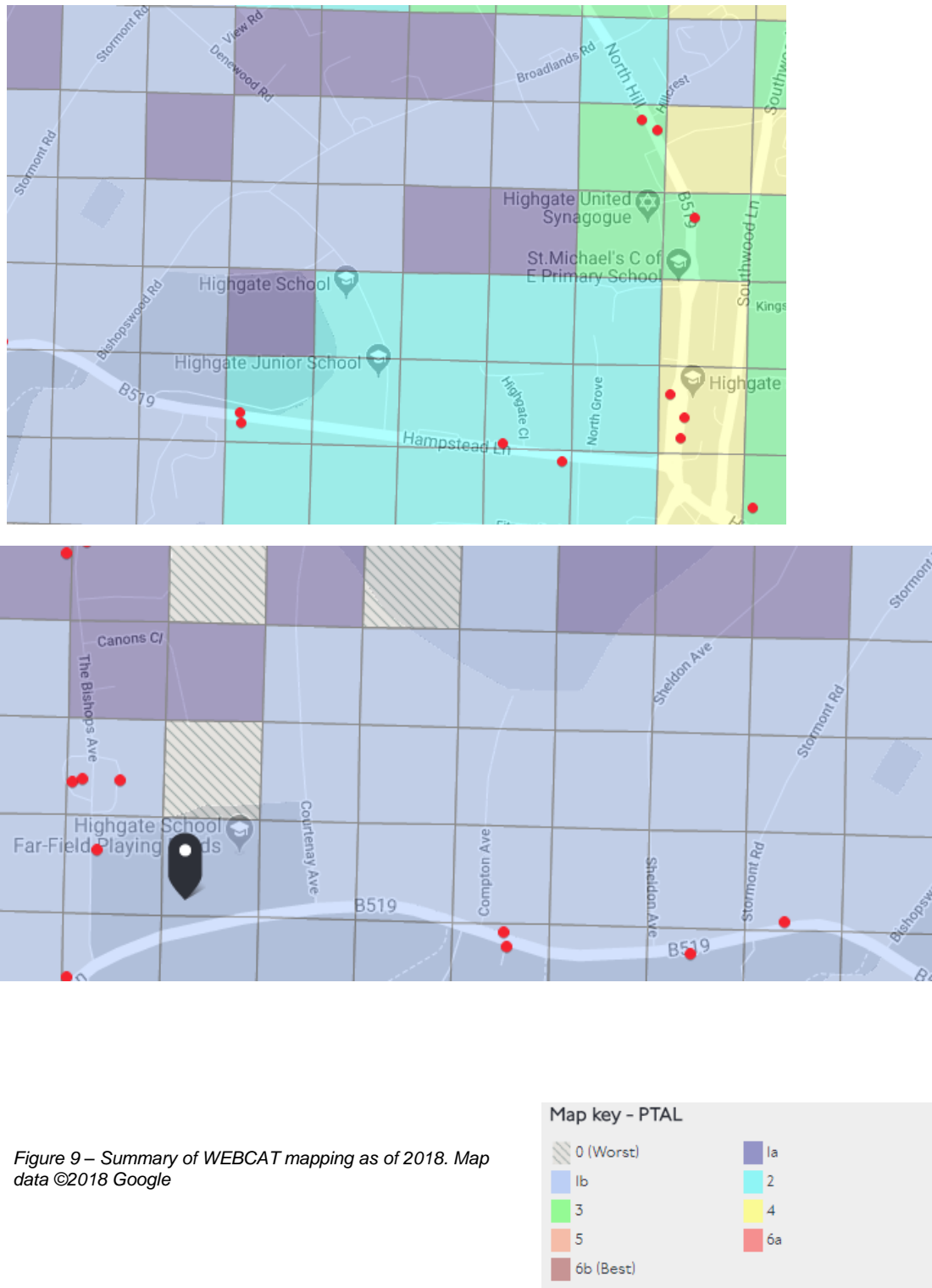


Figure 9 – Summary of WEBCAT mapping as of 2018. Map data ©2018 Google

- 5.114 Proposals that enhance the safety of pedestrians and cyclists between the sites and on the roads passing through and around the School, especially the Bishopswood Road campus will be supported. This includes the provision of safe crossing points, protected routes and improved drop-off/pick-up areas for parents or carers and coaches, having regard to the constraints around both sites. Streets for All; Advice for Highway and Public Realm Works in Historic Places (2018) should be utilised in the design of public realm improvement works.



- 5.115 The Council will explore with the School options for improvements to traffic management in the area generally and in respect to the general operation of the highway.

### **Highways**

- 5.116 Due to the nature of the School's estate, movement around the Estate and between sites is not straightforward. Pupils are often required to crossroads which can be a danger when vehicles are passing.
- 5.117 Therefore, the Council will expect strategies to consider measures that will:
- improve pedestrian safety;
  - reduce traffic on Bishopswood Road in particular;
  - improve cycle connectivity and facilities; and
  - improve coach parking facilities.
- 5.118 The School already has an established School Travel Plan, based upon the STARS (Sustainable Travel: Active, Responsible, Safe) system which has been awarded a Gold Accreditation for sustainable travel by the Transport for London for sustainable travel. All developments will be required to consider its impact on the Travel Plan.
- 5.119 The School is conscious that to improve cycle connectivity, suitable internal facilities (showering facilities, bike racks etc.) need to be appropriate and readily available. The Council will support proposals for improving the use of sustainable transport modes, having regards to other provisions within this document.

### **Active Travel**

- 5.120 Any redevelopment of the School estate should not result in additional car use or parking or traffic impacts outside of the construction phase. Cycle parking should be provided throughout the site in line with the standards set out in the London Plan 2021.
- 5.121 Any development will be required to encourage Active Travel in accordance with Sport England guidance. Sport England along with Public Health England have launched Active Design, which intends to inform the urban design of places, neighbourhoods, buildings, streets and active open spaces to promote sport and active lifestyles. The guide sets out ten principles to consider when designing places that would contribute to creating well designed healthy communities. Active Design must be considered when preparing redevelopment proposals.

## **Sustainability**

### **Planning Policy**

- 5.122 The NPPF encourages the effective use of land by reusing land and supports the transition to low carbon futures in a changing climate, encouraging the conversion of existing buildings, and encouraging the use of renewable resources.

- 5.123 At the national level, sustainable development means planning for change and growth and, through the planning system, securing good economic, social and environmental outcomes as set out paragraph 8 of the NPPF.
- 5.124 The principles of sustainable design, layout and construction are set out in London Plan Policy SI2. Policy states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.
- 5.125 In addition, SI2 of the London Plan relates to retrofitting and supports improvements to existing buildings that bring existing buildings up to the Mayor's standards on sustainable design and construction. Where extensions are proposed, works to improve the existing building fabrics performance could be considered. Opportunities to incorporate further sustainability measures should be explored to help the estate move towards zero carbon and will be supported.
- 5.126 The Council aims to reduce the carbon footprint of development in Haringey. This includes the efficient use of land and buildings in order to reduce car dependency, the implementation of an energy hierarchy in building design and construction, the use of energy from more efficient sources such as decentralised energy networks (or making connections to such networks feasible in the future) and by requiring the generation of energy on-site by use of renewable energy.
- 5.127 Over the life time of the Local Plan, reducing energy use in buildings and working towards a low carbon borough will be one of the key challenges facing Haringey. Policy SP4 sets out measures that the Council will promote to reduce carbon emissions from new and existing buildings. The requirements to be water efficient during construction and operation and to reduce all forms of flood risk are set out in Policy SP5.
- 5.128 Policy DM21 of the Development Management Policies Document requires all new developments to consider and implement sustainable design, layout and construction techniques. Proposals should apply the energy hierarchy to minimise energy use in order to meet, and if possible exceed, minimum carbon dioxide reduction. Proposals should maximise opportunities to enhance biodiversity on-site, including through appropriate landscaping, Sustainable Drainage Systems, living roofs and green walls.

#### **Objectives under Policy**

- 5.129 The need to upgrade the School's existing buildings and facilities (together with the need for new floorspace) is fundamental to ensuring the long-term operation and success of the School. In the preparation of this SPD the School undertook an Accommodation Needs Assessment in 2015 which has subsequently been reviewed and can be found in Section 4, to identify how and where specific educational facilities could be provided across the whole estate. This study identified that the School has insufficient space to provide all the necessary floorspace requirements for the Senior School on one site and that, consequently, effective teaching of the curriculum will need to be achieved through a balance of timetabling and the clustering of facilities to minimise lost teaching time moving between sites.
- 5.130 Therefore, the provision of high-quality facilities across the estate is necessary to deliver the curriculum. The Council recognises that in order for the School to provide the appropriate level of educational accommodation needed to meet current and future curriculum and facilities



requirements, the refurbishment, extension and redevelopment of existing buildings and plots will be required and that the development/refurbishment of one building/site is interlinked with the development/refurbishment of another. This is fundamental to ensuring the future operational needs of the School can be met. The recognition of this was the fundamental driver for this SPD.

- 5.131 The School is part of the growing global community taking positive action to tackle the negative effects of climate change and is committed to promoting the environmental consciousness in pupils. The School continues to work hard to embed sustainability into its thinking and actions, prioritising 'Sustainability' as one of the six core objectives of the School's Development Plan.
- 5.132 The School aspires to be as sustainable an institution as possible and is committed to making a positive impact by planning for and achieving outstanding environmental sustainability performance. The School will do this by:
- continually reviewing current practices;
  - creating a clear, meaningful and ambitious Sustainability Strategy and Environmental Policy consistent with, or better than, prevalent sustainability standards;
  - producing specific, measurable targets to help the School join local and global efforts to preserve the planet;
  - investigating the most effective ways to minimise the potential negative impacts of the School's operations; and
  - working in partnership with Haringey Council, who has committed to become Zero Carbon by 2041.
- 5.133 As part of any refurbishment and retrofitting works the Council will expect the proposals to demonstrate that there is an improvement in the energy efficiency of existing buildings and that the proposals exemplify 'green' standards in new buildings in accordance with policies.
- 5.134 In accordance with Policy SP4 the Council will support works to upgrade existing facilities that contribute to reduced carbon emissions. Retrofitting measures must have due regard for historic significance, as set out in the NPPF. Photovoltaics will be supported where they would not detrimentally impact on any listed building or its setting or the character and appearance of the Highgate Conservation Area.
- 5.135 The Council will support, where appropriate to the amenity of adjoining residential occupants or land uses, the introduction of living roofs and green walls where they would not detrimentally impact on any listed building or on the setting and/or the character and appearance of the Conservation Area.
- 5.136 The School already has a green roof on its new Junior School building that was completed in 2016. This has proved significantly challenging both in terms of its maintenance but also in terms of the costs being incurred, highlighting the importance of good design and emphasis of the benefits of green roofs.
- 5.137 All the School sites as set out in Site Allocation SA41 are in Flood Zone 1. The Junior School including the Mallinson Sports Centre and the Senior School Site are located within one of the Borough's Critical Drainage Areas (Group 4\_062 CDA). The Far Field Site is within the Haringey Drainage Areas HDA 01.

- 5.138 In accordance with London Plan Policy SI13 and Local Plan Policy SP5 the Council will require the submission of a flood risk assessment for proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development (excluding minor development) that has critical drainage problems.
- 5.139 Given the typical ground conditions of the locality, which is characterised by impermeable London Clay, the Council will require hard and soft landscaping associated with new development to take account of sustainable land management practices and managing the risk of flooding by applying Sustainable Urban Drainage Systems (SUDS) in order to improve water attenuation, quality and amenity in accordance with Policy DM24 and DM25 of the Development Management DPD. It will also, in respect to new development (including drainage schemes in the playing fields and the sports track) consider the incorporation of sub-surface attenuation tanks to control the rate of water discharge.

## 6.0 Highgate School Masterplan

- 6.1 The purpose of this SPD is to set out a comprehensive approach to the effective planning and delivery of new accommodation to meet the long term needs of the school and to support enhanced community use and benefits. The preceding sections have set out the background to this, the challenges of delivering effective education in the 21<sup>st</sup> Century and the School's need to make a significant investment in its estate and in its facilities to meet its educational obligations. This section draws all the preceding information together to provide direction to the School on how individual sites should or could be brought forward and the key considerations in developing proposals. The Council anticipates proposals coming forward that respond to the guidance set out below, but it does not imply support or otherwise for the development indicated but recognises that these are areas that the School is currently considering as part of its estate strategy.
- 6.2 Applications for the strategic proposals identified in this SPD should be brought forward simultaneously to enable them to be considered holistically and comprehensively. This approach has been endorsed by the Greater London Authority. The end result will be a linked series of highly flexible and adaptable buildings capable of responding to changes in the curriculum or in the facilities that are necessary to deliver an excellent educational environment.
- 6.3 Having reviewed with the School their experiences over recent years, their needs now, and their potential needs in the future, the Council agrees that a strategic review of the School's estate should be carried out at least once every 10 years, hence the life span of this SPD.
- 6.4 The Highgate School masterplan shown below, outlines future aspirations for development of the School, including, within the life span of this SPD the following:

### Bishopswood Road Campus

- Mallinson Sports Centre
- Richards Music Centre
- Far Field
- Pre-Preparatory School
- Temporary Decant
- Other Properties

### Senior School Campus

- Science Block
- Dyne House and Island Site Tunnel Access

### Estate-Wide

- Access improvements including those to meet the needs of those with disabilities and to embrace diversity.
- Drainage enhancements to the School's playing field areas.





Figure 10: Highgate School Masterplan

6.5 The Council's expectations in the redevelopment of each of these sites is as follows:

## Bishopswood Road Campus

6.6 Redevelopment on this campus will need to:

- consider the impact on the views along Hampstead Lane, Bishopswood Road and Broadlands Road;
- capitalise on the opportunity to improve buildings which are identified as detracting from the character and appearance of the Conservation Area;
- enhance the streetscape through high quality landscaping;
- address development plan policy in respect of MOL including protecting openness;
- be future-proof, designed to last and contribute to the legacy of fine buildings at Highgate School;
- reinforce the overall design concept through detailing;
- be highly sustainable with a target of BREEAM 'Very Good' where possible and BREEAM 'Excellent' where feasible for new buildings; and
- be fully accessible.

## Mallinson Sports Centre

6.7 The Mallinson Sports Centre is located on Bishopswood Road and accommodates both internal and external sporting facilities including a swimming pool, sports hall, squash courts and Fives Courts. The swimming pool was built in the 1960s and the main sports complex in the 1980s for what was then only a boys' school. The Fives Courts, incorporating 8 courts, used to be one of two facilities – the recent new Junior School required the demolition of 10 courts: opportunities for increasing the current number and improving the standard of those still remaining is kept under review. The Mallinson Sports Centre was developed on a piecemeal basis and no longer fully meets the current and future needs of the Sports and Exercise (SpEx) programme. The co-educational nature of sport and the growth of individual team sports alongside the continuing popularity of traditional team sports have resulted in additional requirements for sports facilities (i.e. segregated changing facilities). The School needs to invest in the SpEx programme and improve the existing facilities of the Mallinson Sports Centre.

6.8 The current building does not provide disabled access to the majority of facilities, only allowing disabled access into the main reception area and mezzanine hall.

6.9 The Mallinson Sports Centre building does not enhance the Conservation Area; furthermore, it is identified in the Highgate Conservation Area Appraisal as being a negative contributor and detracting from the environment. The Conservation Area Appraisal states that there are a '*number of buildings connected with the School which detract from the environment especially the sports centre swimming pool and other facilities south side of the road opposite the Mills Centre and the Junior School. These have a somewhat industrial appearance and the cladding and roofing materials are not well maintained*'. It is suffering from general wear and tear.

- 6.10 The existing Mallinson Sports Centre building is considered by the Council to detract from the character and appearance of the conservation area; accordingly, proposals for the demolition of the building might be considered acceptable subject to appropriate redevelopment of the site. This also holds for the squash courts adjacent to the Fives Courts which is a building which needs substantial refurbishment or replacement and is not considered to make any particular contribution to heritage interest, and therefore proposals for demolition would be considered subject to appropriate redevelopment plans.
- 6.11 SpEx is an important part of the School's curriculum: in order to continue to provide high quality sporting facilities in line with the academic and pupil developmental needs, development of the Mallinson Sports Centre building and the wider site is required. The main aim would be to provide a modern sports centre which was fully accessible.
- 6.12 The Council will expect any redevelopment scheme to:
- ensure that the Mallinson Sports Centre does not impact on the openness of the Metropolitan Open Land and does not adversely affect the character of the Metropolitan Open Land or where proposals would be considered inappropriate development must be supported by Very Special Circumstances (Policy SP13 and Policy G3 in the London Plan);
  - be supported by a Flood Risk Assessment;
  - preserve or enhance the Highgate Conservation Area (Policy SP12);
  - ensure that all new development is of high architectural quality and responds to the surrounding streetscape (Policy SP11);
  - ensure that any proposed development would not have an adverse impact on any trees within the Metropolitan Open Land boundary (Policy SP13);
  - ensure that any adverse effects on the amenity of the surrounding area are minimised.
  - improve accessibility, in particular disabled access.
  - seek to enable community use consistent with Sport England's guidance
  - enhance sporting facilities (Policies SP9 and SP16 in Haringey's Local Plan, and Policy S4 in the London Plan),
  - the impact of the temporary loss of sports facilities must be mitigated in order to align with national policy. and;
  - any new/improved facilities should align with Sport England's Design and Cost guidance

## Richards Music Centre

- 6.13 The existing building is a single storey building with a mansard roof built originally for the School as a sports pavilion before largely being converted for use as a music centre for the Junior School. These music facilities have since been co-located within the new Junior School. The eastern extension, once a base for the School's Estates Department, was converted in 2010 to an IT Data Centre. This building is now predominantly occupied by the SpEx Department and IT

team. The existing building's layout and its form of construction severely compromise its use for any educational purpose. There are also problems with the building's drainage and foundations.

- 6.14 The unlisted building is not located within the MOL but is located adjacent to the Metropolitan Open Land boundary. The Metropolitan Open Land immediately adjacent to this building and between it and the artificial sports pitches is partially tarmacked and used for car parking purposes.
- 6.15 However, whatever its quality, the Council is required in accordance with the NPPF to assess whether the proposals for the development of any of this land satisfy the relevant test of 'very special circumstances' having regard to the policies of the statutory Development Plan and National Policy. If the Council considers that a Very Special Circumstance case has been made, it must be convinced the amount of MOL impacted is the minimum necessary to deliver on the proposals and that the remaining area of the MOL is appropriately enhanced.
- 6.16 The building lies within the Highgate Conservation Area. The building contributes positively to the character of the area, and so any justification for redevelopment would therefore need to be based on a clear understanding of the public benefits set against the significance of the building in accordance with NPPF paragraph 196 (less than substantial harm).
- 6.17 Subject to the above being demonstrated, the Council will look favourably on the redevelopment of the Richards Music Centre to provide additional and enhanced educational accommodation, the location of drama and changing facilities and access onto the synthetic pitch. This is subject to the consideration of heritage impacts which includes an assessment of how the existing building contributes to the Highgate Conservation Area demonstrated in a Heritage Impact Statement.
- 6.18 The Council will expect any redevelopment scheme to:
- provide a replacement building of higher architectural quality than the existing building;
  - fully respect the envelope created by a detailed daylight/sunlight assessment and minimise the potential impact of any increased height or massing on adjoining residential properties;
  - ensure that any adverse effects on the amenity of the surrounding area are minimised, in particular loss of daylight/sunlight, overlooking and noise pollution at 2 Bishopswood Road;
  - respond to the Metropolitan Open Land directly in front of the site and, if appropriate, to have regard to the guidelines set out in Section 5;
  - basement development will be acceptable in principle subject to the carrying out of a Basement Impact Assessment and accordance with Highgate Neighbourhood Plan Policy DH7;
  - preserve and enhance the character of the Highgate Conservation Area; and
  - respect and enhance the view across the Metropolitan Open Land.

## Far Field

- 6.19 This site lies some distance from the School and is used principally by the School for sports purposes. It is subject to regular drainage issues through inclement months significantly limiting its use. It also includes a small utility building with changing rooms and toilet facilities, provided when the School was boys-only.
- 6.20 The intent of the School is to undertake a series of engineering works to rectify/reduce the risk of flooding, to replace the amenity building capable of meeting the needs of a modern co-educational establishment and covering the main playing field areas in a green artificial surface to enable the area to have greater utility across a wider range of sports and be used year round.
- 6.21 Any proposal for the improvements of the Far Field amenity block would need to be supported by a robust justification for very special circumstances as to the requirement for any new, extended or enlarged replacement structures in the MOL with regard to the impact on the MOL's openness and permanence.
- 6.22 Any development in the MOL will need to be referred to the Mayor of London under The Town and Country Planning (Mayor of London) Order (2008) as a referable development when this exceeds the threshold set within the Order. Such development will need to satisfy the Mayor as to its appropriateness and acceptability and conformity with London Plan policy. Any proposal for lighting will be subject to assessment of impacts and should accord with London Plan policy S5 and Local Plan Policy DM23.
- 6.23 It is also noted that proposals will need to consider Sport England's Playing Field Policy including local need for artificial surfaces. Accordingly, any drainage improvement works must be designed and overseen by a competent sports agronomist to ensure that the improvements would be fit for purpose.
- 6.24 New sports facilities should seek to enable community use as this would help the management and maintenance of such uses and would therefore meet Sport England's Policies and the NPPF, paragraph 97.

### Remaining Open Land (Far Field)

- 6.25 Boundary treatments should be commensurate to its purpose and of materials and design appropriate to its context.
- 6.26 Any proposals on this site will need to:
- consider the impact on the characteristics of the local area;
  - consider the use of permeable materials;
  - be of a scale and nature commensurate with their purpose and the provisions of policy; and
  - consider the impact on the openness of the MOL.



## Pre-Preparatory School

- 6.27 In advanced of the SPD's adoption, the School was granted planning permission to deliver new classrooms at the existing Pre-Preparatory site. The application was brought forward in advance of the SPD as a result of a demonstrable operational need as set out within the application documents. Following the decision to close the School's Nursery in September 2021, the Pre-Preparatory project affords an opportunity to increase entry to the Pre-Prep school.
- 6.28 In drawing up the application for planning permission the School explored various sites around the Pre-Preparatory school prior to settling on the selected site. The School's priority is for the classrooms to be part of the main school, physically and socially, and the openness of the main play areas to be conserved.
- 6.29 The development will provide enhanced facilities to help meet the longer term needs of the school and would provide an energy efficient and sustainable building.

## Temporary Decant

- 6.30 Temporary Decant facilities will need to be constructed in order to reflect the operational needs of the School's main refurbishment and redevelopment schemes. It is a fundamental approach to ensure that pupils who are present during the rolling decanting period will enjoy the same high standard and welcoming, uplifting environment that the School offers.
- 6.31 As identified within the accommodation needs assessment, the School has explored various alternatives to a decant facility and subsequently other sites for any temporary decant facilities. The School highlights the possibility of construction of temporary buildings on the Junior Field. The School is aware this would result in the temporary loss of MOL and 50% of the playing field during this time period.
- 6.32 The introduction of a temporary decant solution will be supported by the Council and the Greater London Authority where a very special circumstances case is presented and where a planning obligation is secured ensuring that the land used would be reinstated as MOL and playing field of equal or higher quality following cessation of the temporary use.

## Other Properties

- 6.33 As identified previously, the School owns several properties in the Bishopswood Road area that are in residential or other uses. As identified in the accommodation needs assessment, these properties are located too far from the senior school facilities to meet the educational needs of the School without impacting teaching time and travel distances. In most cases they lie across another road.
- 6.34 It is possible that some of those properties will be disposed of in the lifespan of this SPD and proposals for them will be brought forward as required, either by the School or the subsequent owners. In doing so regard shall be had to the provisions of the statutory development plan and to the intent of this SPD.

- 6.35 The School expects to bring forward both 11 Bishopswood Road and 15 Bishopswood Road at some time in the period of this SPD. Number 11 Bishopswood Road formally accommodated the Highgate School Medical Centre and Number 15 has been predominantly used for staff accommodation. Both properties are currently underused. Initial indications are that the School will seek to establish a pre-School nursery/childcare unit and these may prove, subject to further investigation, suitable sites for this facility.
- 6.36 Proposals for these properties should have regard to the wider policies of the development plan, the contribution of the buildings generally and the proximity of trees protected by a Tree Preservation Order and located within a Conservation area. Highgate Conservation Area has been shown in 5.53.
- 6.37 It is also expected that the School will bring forward other smaller proposals throughout the lifespan of this SPD. These will be considered in the context of the development plan and against the intent of this SPD.

## Senior School Campus

- 6.38 The Council recognises that the presence of a leading school can have considerable benefits to the profile of the area in which it is located and that it brings wider values in terms of investment and status that would otherwise not be enjoyed. The Senior School campus is of particular importance to the School and that it is key to maintaining the School as a leading educational establishment that contributes to the quality and profile of Highgate as a locality and the UK as an outstanding educational provider. The Senior School and the VI<sup>th</sup> Form promote that profile and the Council will support the School in enhancing its facilities and in the delivery of a world class education.
- 6.39 The School has for a number of years been undertaking a general improvement of the accommodation at the Senior School Campus. The Council will continue to support the School's plans and objectives to enhance the education offer at this site and provide the best facilities possible to meet the educational requirements of the Senior School, the VI<sup>th</sup> Form and the School's extra-curricular activities.

## Science Block

- 6.40 The Science Block is located within the Senior School campus of Highgate School. The fabric of the Science Block is designated, falling under the listing of the 'Old School Building' known as the 'Big School' which is Grade II Listed.
- 6.41 The Science Block still requires substantial refurbishment and reconfiguration, particularly the laboratories, all of which require significant upgrading and new services – the scope of works is being developed but will require some small-scale extensions in Garner and Science Quadrangles to facilitate full accessibility and reconfiguration of the laboratories.
- 6.42 The Council would expect that any extensions would be undertaken sympathetically to Heritage Assets, should seek to enhance or improve the external appearance generally and should be to the same standard as the other work undertaken across the Senior School. Landscaping of the

small square forming part of the Science Quad should be enhanced given its important visual location. Piers and railings should be retained and enhanced.

## Dyne House and Island Site Tunnel Access

- 6.43 Dyne House forms an integral part of the Senior School in the heart of Highgate Village. The site slopes down steeply from west to east. The main building (Dyne House) was opened in 1967. Behind the main building are the two-storey classroom building and the Gymnasium which is currently used as a Drama Studio. There is a redundant open-air swimming pool and the Parade Ground which is used as a pupil amenity area. As shown within the Site Allocation DPD, the Parade Ground is not located within the 'Highgate Bowl' Site allocation but is shown as Significant Open Land.
- 6.44 The site is complex given the topography; it has five storeys at the front and almost eight at the back due to the sloping site. The building's design and construction reflect its period; it has largely un-insulated external walls, aluminium windows with single pane glazing and an old simple gas boiler, single pipe, water radiator heating system. In 2010, the basement Auditorium, Recital Room and Music Teaching Facilities were refurbished. The building contains the Music Department, some VIth Form subjects and some general classrooms. The building is partially accessible for those with mobility issues from Southwood Lane; it is not accessible for pupils with mobility issues from the Island Site due to narrow steep stairs at either end of the tunnel.
- 6.45 The services, windows and other elements have reached the end of their life and the joints on the external precast concrete panels are now starting to break down and leak. The main structural frame of the building is in good condition and investigation has shown it can have a long future life if a full refurbishment and recladding of the front and rear takes place to bring it up to modern standards.
- 6.46 The Classroom Building was completed in 1904 and has not had a major refurbishment apart from cosmetic work. It comprises 4 classrooms and now contains the Learning Support Department and part of the Drama Department. The building is completely inaccessible for those with mobility issues as the only access is via an external staircase and steps to the ground floor and a staircase to the first floor.
- 6.47 The Gymnasium, now used as a Drama Studio, was built in 1950 as the Senior School Gymnasium with changing accommodation under for both the gymnasium and adjacent Swimming Pool. It was converted into a "Black Hole" style Drama Studio in the early 1990s after the Mallinson Sports Centre was built in Bishopswood Road. It is used for drama teaching and also regularly for plays and musicals, but its use is limited by the small audience numbers that can be accommodated. The building is virtually inaccessible for those with mobility issues due to steps and a very steep long ramp. The open-air swimming pool was constructed in 1938 and was used until the late 1970s. It is completely dilapidated and is currently boarded off for safety reasons.
- 6.48 The Gibbon Garden is located between the rear of Dyne House and the front of the Classroom Building and was constructed at the same time as Dyne House. It is used as a pupil amenity space and with the terraced stepping can be used in good weather to some extent as a performance space or teaching area and this is proposed to continue.

- 6.49 The Parade Ground is a pupil amenity area, which is flat and has been built up with an embankment all around due to the steep falls from the west to the east. It is the one area on the Senior School Site where pupils can play football or other ball games but does require improvements to its surface and facilities. The Parade Ground is not located within the allocation for Highgate Bowl.
- 6.50 Some additional and improved space is required to meet the academic requirements needed on the Senior School campus as set out within Section 4 of this SPD. Sensitive redevelopment of the Dyne House site could achieve this. The existing building as it is currently arranged is inefficient, inaccessible and has an unsatisfactory main pupil entrance through a tunnel from the Island Site due to the tight narrow stairwell. However, its relatively narrow form would lead it to be adapted into a highly efficient VIth Form centre, with smaller seminar type rooms, which would also help reduce pupil movement between the Senior School sites – other than for specialist subjects which require unique facilities (sciences, art etc.), most VIth Form subjects could then be taught on one site with associated ancillary facilities also being made available. The Council accepts that some form of redevelopment of Dyne House will be required within the lifespan of this SPD.
- 6.51 Improvements to the tunnel access from the Island Site to the Dyne House Site are also necessary to allow a safe, secure and fully accessible route between the two parts of the School.
- 6.52 Dyne House occupies a prominent location in Highgate Village and the Conservation Area but is identified that whilst it is a good example of its time, the scale and form of the building does not reflect the established scale and character of the street and needs improvement.
- 6.53 The 'Highgate Bowl' allocation (SA42) is located adjacent to the site. It is noted that substantial areas of private gardens to Listed houses are in the vicinity of Dyne House and lie within SA42. The Parade Ground falls outside of the allocation. However, the Council has identified that Highgate Bowl should be protected as Significant Open Land. The School is fully supportive of this.
- 6.54 The Council will protect the Parade Ground from redevelopment and will not allow redevelopment of this part of the site other than improvements to its surface and facilities. The Council will support redevelopment proposals of the Dyne House site in principle.
- 6.55 Refurbishment and development proposals should have regard to the following:
- respond to the challenges and capitalise on opportunities afforded by the topography of the site;
  - the impact on the Parade Ground;
  - the need to respect and respond to the impact on the Highgate Bowl and the wider MOL;
  - the design should address the streetscape along Southwood Lane, carefully respecting the character of the Highgate Conservation Area and the adjoining Listed buildings, the potential physical impacts on these buildings and their structural integrity, in their setting and their wider historic environment is preserved and enhanced (Policy SP12);
  - the impact of redevelopment proposals on the Conservation Area;
  - ensure massing is appropriate to the site and locality;

- the design should consider existing context and visibility including views from Highgate Bowl; relevant policies in the Highgate Neighbourhood Plan, and aim to help achieve outcomes sought for the Highgate Bowl Allocation (SA42);
- the building line of any redeveloped buildings fronting Southwood Lane should be carefully considered to respect those views and streetscene.
- reflect the ethos of Highgate School in the 21<sup>st</sup> century with forward looking but contextually appropriate design;
- consider carefully the provision of open space and greenery on the Dyne House Site;
- ensure materials will respond to context and are of a quality which is commensurate with the quality of the Highgate Conservation Area;
- ensure any extensions to the upper part of the site adjacent to the listed buildings respond to context, and the rich palette of materials and proportions in the existing buildings;
- ensure the streetscape is enhanced through high quality landscaping;
- ensure buildings are future-proofed and designed to last and contribute to the legacy of fine buildings at Highgate School;
- ensure detailing is of a high standard so as to reinforce the overall design concept;
- ensure buildings are highly sustainable with a target of BREEAM 'Very Good' aiming for 'Excellent' where feasible.;
- ensure that all new buildings/additions/refurbishments are fully accessible;
- ensure that the amenities of adjoining residential properties are safeguarded in accordance with Policy DM1 and, where possible, improved;
- fulfil the potential of Core Objective 4 of the Neighbourhood Plan by greening the Parade ground area;
- the inclusion of basements within any redevelopment would be supported subject to the carrying out of a detailed Basement Impact Assessment;
- improvement at the basement level of Dyne House (especially at the end of the tunnel) should improve pupil flow, safety, and achieve full accessibility;
- if demonstrated as necessary, an informal assembly area may be incorporated at the end of the tunnel to facilitate access;
- a Flood Risk Assessment would be required; and
- the site is located in the heart of the Village and therefore the Council will expect any proposals to incorporate the highest quality of design (SP12).
- ensure that regard is had to Highgate Neighbourhood Plan Policy DH7: Basements in designing any sub ground works.

6.56 The Dyne House Site landscaping will:

- provide for hard and soft landscaping to enhance any new development;
- seek to preserve or improve the amenity of adjoining residential neighbours where this is possible;

- incorporate green roofs where possible, to enhance views onto the rear of the site from the surrounding context and to provide wider benefits such as biodiversity enhancement; and
- ensure all protected trees are retained unless they are unsafe, and tree canopies are retained to preserve the character of the adjacent Highgate Bowl site (SA42).

6.57 Overall, the Council will support the principle of redevelopment of the Dyne House Site, subject to detailed proposals, provided that it respects its considerable constraints including the adjacent Listed Buildings, Conservation Area, and the proximity of Highgate Bowl. Redevelopment proposals should achieve a high standard of design and should have regard to the form, scale and materials in the surrounding area, to ensure that it makes a positive contribution to the local character.

## 7.0 Implementation and Monitoring

### Implementation

- 7.1 Given the School's proposed pipeline of development, both the Council and the GLA expect the School to bring forward the strategic proposals in this SPD simultaneously. This is to enable proposals to be looked at holistically and comprehensively and cumulative impacts across the various development sites to be assessed as well as to give the local community the overall picture of the school's development intentions and to enable the community to input further into the School's long-term development. As a consequence of simultaneous submissions, any resulting planning approvals may need to be flexible to account for academic and regulatory change over the life of the expected construction programme such as higher standards being introduced for sustainable design.
- 7.2 However, the implementation of all proposals included within this document will be dependent upon a number of factors including the availability of capital funding to bring the projects forward. As a result of the likely construction programme the Council will, where appropriate, consider extending the life span of a planning permission beyond the standard 3-year period to facilitate the delivery and implementation of the School's development pipeline.

### Indicative Construction Programme

- 7.3 The proposed development for the key projects that are to a large degree interdependent is currently scheduled to be undertaken in the following sequence:
- provision for decant strategy: Far Field (which will also provide longer-term improvements) and installation of new Temporary Accommodation on Junior Field Synthetic Pitch (total construction period planned for these works is in the region of 12 months);
  - Senior School programme: Science Block refurbishment and extension followed by Dyne House and Island Site Tunnel Access (total construction period planned for these works is in the region of 36 months);
  - Richards Music Centre (total construction period planned for these works is in the region of 12 months); and
  - Mallinson Sports Centre (total construction period planned for these works is in the region of 36 months although delivery may be in three phases).
- 7.4 The sequence, and subsequent delivery, is principally driven around the decant strategy (see below), the need to minimise disruption to the School's main operations and affordability (e.g. cash-flow).
- 7.5 The Council will require construction and implementation programmes of all development projects within the Transport Assessments in order for the Council Transport Officer to assess traffic impacts during and after construction periods.

- 7.6 The securing of Apprentice opportunities will also be sought on new developments in accordance with Haringey's Planning Obligations SPD.
- 7.7 A Construction Management Plan must be submitted and must be followed to mitigate against construction impacts. The Mayor of London's SPG 'The control of dust and emissions during construction and demolition (July 2014)' should be utilised. Where any other development is proposed simultaneously, the cumulative impacts must be planned for to avoid undue disruption, noise, and emissions during their construction.

### **Consultation**

- 7.8 Whilst it is not mandatory to conduct pre-application consultation, the School has been engaging with the local planning authority and wider community in relation to its Estate project for a significant period of time. This included two public exhibitions and numerous other meetings with community groups and stakeholders. A detailed Statement of Community Involvement will be provided with each planning application. It is through this engagement process, that the local community has directly shaped the proposals.
- 7.9 However, it is recognised by the School that concerns remain within the local community and especially with its closest neighbours. The School has therefore confirmed that it intends to provide a model regarding the Dyne House site for the community to view, within the School museum. In addition, to assist the Council with its statutory consultation, plans and images will be presented for view upon submission of the planning applications. All drawings and reports will also be available via the Council's Planning Register as is standard procedure.
- 7.10 It is noted that this SPD does not remove the need for planning applications to be made to the Council. Once the Council receives any applications, it is required by legislation to undertake a period of consultation where views on the proposed development can be expressed. The wider community will have an opportunity to review the detail of all proposals, collectively, and make any further comment at this time.
- 7.11 The School continues to commit to working with the general public and community organisations throughout the programme.

### **Decant Strategy**

- 7.12 The Council is aware that the School must be able to maintain operational requirements during the implementation of development programmes. An extensive review of temporary accommodation options was undertaken by the School and accumulated in the proposed location on the Junior Field Synthetic Pitch. In this regard, the Council will allow for temporary buildings in appropriate locations.
- 7.13 Any decant proposals or requirements for temporary educational facilities which are brought forward by the School will be of the highest quality. Where it is appropriate, the life of temporary planning permissions will be permitted to reflect construction and implementation programmes for development projects.





For further information please contact

[planning.policy@haringey.gov.uk](mailto:planning.policy@haringey.gov.uk)

**Strategic Environmental Assessment (SEA) Screening Opinion**  
**for**  
**Highgate School Supplementary Planning Document (SPD)**

Prepared by:  
London Borough of Haringey

As consulted on with:  
Historic England, Environment Agency and Natural England

February 2021

## **Contents**

- 1.0 Introduction
- 2.0 Purpose of Highgate School Supplementary Planning Document
- 3.0 Assessment
- 4.0 Screening outcome
- Appendix 1: Consultation Responses

## 1. Introduction

- 1.1. Highgate School Supplementary Planning Document (SPD) may require a Strategic Environmental Assessment (SEA) to comply with European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”. The European Directive is transposed into law by the Environmental Assessment of Plans and Programmes Regulations 2004.
- 1.2. Section 19 of the Planning and Compulsory Purchase Act 2004 also requires a local planning authority to carry out a Sustainability Appraisal (SA) of proposals in a plan during its preparation. SAs incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004.
- 1.3. Under Article 3(3) and 3(4) of the SEA Directive, SEA is required for plans and programmes which “determine the use of small areas at a local level” or which only propose “minor modifications to plans” to plans and programmes, and which would otherwise require SEA, only where they are determined to be likely to have significant environmental effects.
- 1.4. National Planning Practice Guidance (NPPG) provides guidance on SEA/SA for SPDs. It advises that SPDs do not require SA where potential affects “already have been assessed during the preparation of the Local Plan”. It advises that “SEA is unlikely to be required where an SPD deals only with a small area at a local level... unless it is considered that there are likely to be significant environmental effects”. Further “Before deciding whether significant environmental effects are likely, the local planning authority should take into account the criteria specified in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies”. The criteria in Schedule 1 are set out in section 3 of this report.
- 1.5. The Highgate School SPD will be capable of being a material consideration in the assessment of future planning applications within the Highgate School Estate grounds. It is the Council’s responsibility to identify whether an SEA should be undertaken.
- 1.6. The screening process is based upon consideration of standard criteria of Annex II of the Directive to determine whether the plans are likely to have “significant environmental effects”. The result of the local planning authority’s screening process is detailed in this screening statement.
- 1.7. The Highgate School SPD has been screened to consider whether a SEA is required. Should guidance within the documents change, the screening opinion of the borough could also change.
- 1.8. The screening determination also includes the views of the statutory consultation bodies Historic England, Natural England and the Environment Agency. Their correspondence can be found within the report Appendix.

- 1.9. This screening determination has been undertaken by the London Borough of Haringey. The borough has determined that the plans are unlikely to have significant environmental effects. A SEA therefore should not be undertaken.

## **2. Purpose of Highgate School SPD**

- 2.1. Highgate School SPD does not introduce new policy but is capable of being a material consideration in planning decisions. The purpose of the SPD is to support existing planning policy already set out in the adopted Local Plan.
- 2.2. The National Planning Policy Framework (NPPF) issued by the Government in February 2019 requires local planning authorities to set out in their Local Plan a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Pursuant to this requirement, SPDs provide a framework for creating distinctive places, with a consistent and high-quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.
- 2.3. Haringey's Local Plan policies relating to delivery of high quality design in developments are SP11 in Haringey's Strategic Policies (2017), which sets out the Council's intention to ensure that design in the borough is of the highest possible quality as well as being sustainable whilst conserving the borough's rich and diverse heritage, and DM1 Delivering High Quality Design, in Haringey's Development Management DPD (2017), which sets out Council's commitment to design excellence, and requires that the Council has regard to the 'Haringey Development Charter' which poses a set of questions to all new development to demonstrate their detailed understanding and appreciation of the site's context and to robustly justify their design rationale. The Local Plan documents were the subject of Sustainability Appraisals incorporating the requirements of SEA.
- 2.4. In addition to the above, Haringey's Site Allocations DPD (2017) requires development within Highgate School site to be in accordance with a future SPD which will provide a comprehensive approach to the effective planning and delivery of new accommodation to meet the long term needs of the school and supporting enhanced community use and benefits. The SPD is to focus on creating improved management and quality of provision including new buildings. The Site Allocations DPD forms part of the adopted Haringey's Local Plan documents which were the subject of Sustainability Appraisals.
- 2.5. An adopted Highgate School SPD provides a sound basis for implementing the Council's approved development plan policies relating to design, conservation and sustainability, and will support development management decisions. The SPD is for use by Highgate School to manage future developments within their Estate grounds, and is publicly available for local residents, community groups, businesses, architects and developers within the surrounding areas. The Council will use the SPD in the assessment of relevant development proposals within Highgate School

grounds, and the Planning Inspectorate will take the document into account in the event of any planning appeals.

2.6. The Highgate School SPD has been prepared in accordance with the requirements of Part 5 of The Town and Country Planning (Local Planning) (England) Regulations 2012 and having regard to the National Planning Policy Framework (2019) (paragraph 126). A brief structure of the of the documents is set out below:

- **Relationship between Highgate School and the Community:** provides a background history of the School, its relationship with local community, and the significance of its historic buildings to the surrounding local character of the area. Then summarise how these have been taken into consideration in the masterplanning of the Estate contained in this SPD.
- **Characteristics of the Site:** provides a description of the overall site context and character of the entire SPD Area, and a discussion on the current issues and challenges facing the School including site constraints and operational issues.
- **Planning Policy Context:** outlines the planning policy context that applies to Highgate School Estate which has been taken into consideration in developing the emerging proposals in this SPD.
- **Highgate School Masterplan:** sets out the School's proposals that are required to meet its educational needs for the current and future pupils and staff.
- **Design Criteria:** sets out the general design and development principles to which future proposals should seek to adhere.
- **Implementation and Monitoring:** sets out the delivery and timescale of phasing for proposed developments.

### 3. Assessment

3.1. The “responsible authority” must determine whether the plan or programme, in this case the Highgate School Supplementary Planning Document, is likely to have significant environmental effects with reference to the criteria specified in Schedule 1 of the Regulations.

3.2. These criteria are set out in the table below, along with consideration of the likely impact of the Highgate School SPD against each.

SEA Directive criteria	Comments	Likely Significant Effects?
<b>Characteristics of plans and programmes, having regard, in particular to:</b>		
1a) The degree to which the plan or programme sets a	The SPD only acts as guidance to positively manage growth and developments within the Highgate School Estate grounds, ensuring that	No

framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	<p>they deliver high-quality and sustainable developments whilst contributing to the distinctive character and amenity of the local area.</p> <p>The SPD identifies key principles and design considerations for future developments; however these are only considerations to take into account and there are no development proposals submitted to the Council seeking approval to take these forward. The SPD aims to appropriately manage the future developments on Highgate School landholding, ensuring that development will not occur in a way that would adversely affect the historic character and amenity of the local area. This will have the effect of limiting the type and design of development that will occur within the Highgate School grounds, however this is primarily achieved through the use of Local Plan policies to which this SPD gives further guidance, and which have been the subject of SA.</p>	
1b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy	The Highgate School SPD is supplementary to the relevant Local Plan policies as guidance, which were the subject of Sustainability Appraisals. With regard to these policies, the SPD will only act to manage future developments within the Highgate School Estate grounds which constitute a small part of the Borough. It is considered the extent of impact is unlikely to be significant in this regard.	No
1c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development	<p>The Highgate School SPD is planned to have a positive impact on local environmental assets. The SPD does not introduce new policy however is supplementary to higher up adopted policies that will ensure future developments within the Highgate School Estate grounds integrate environmental considerations with a view to promoting sustainable development.</p> <p>It will give guidance to promote the use of public transport, walking and cycling by pupils and staff in accordance to the relevant London Plan and Haringey's Local Plan policies which have been the subject of Sustainability Appraisals. These contribute to the promotion of sustainable development on site; however any effect will occur only at local level and will not have significant environmental effects.</p>	No
1d) Environmental problems relevant to the plan or programme	The Council believes that there will be no significant environmental problems resulting from the Highgate School SPD. The SPD applies to relatively small, localised areas that are already	No



	<p>well developed. The document will seek to preserve or enhance the current historic and natural environment of the area, such as the Highgate Conservation Area and the designated Metropolitan Open Land located within the site, as they will restrict and manage development that could be harmful to these assets to a degree. The SPD will identify possible opportunities for enhancement.</p> <p>The SPD is supplementary to the London Plan and Haringey's Local Plan policies, which include policies relating to Metropolitan Open Land, for which wider environmental problems have already been appraised and were the subject of Sustainability Appraisals.</p>	
1e) The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).	The SPD is not directly relevant to the implementation of community legislation on the environment.	No
<b>Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:</b>		
2a) The probability, duration, frequency and reversibility of the effects	<p>The SPD covers a small area of Highgate in the London Borough of Haringey, which is already well developed. Localised impacts of developments on the townscape are intended to be beneficial, but if not then should be of a relatively small scale and thus reversible in the short to medium term.</p> <p>The SPD is supplementary to Local Plan policies for which wider significance of effects have already been appraised.</p>	No
2b) The cumulative nature of the effects	The SPD will not result in major changes or actions in the area affected. Therefore, there will be no significant cumulative effects. The plan seeks to appropriately manage future developments within the Highgate School Estate grounds having regard to the historic character and nature of the area.	No

	The SPD is supplementary to Local Plan policies for which cumulative effects have already been appraised.	
2c) The trans-boundary nature of the effects	<p>There are no trans-boundary effects arising from the SPD.</p> <p>The SPD is supplementary to Local Plan policies for which trans-boundary effects have already been appraised.</p>	No
2d) The risks to human health or the environment (e.g. due to accidents)	<p>There are unlikely to be risks to human health or the environment arising from the SPD in respect of this criterion.</p> <p>The SPD is supplementary to Local Plan policies for which wider human health and environment risks have already been appraised.</p>	No
2e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	<p>The Highgate School SPD covers a small area of Highgate in the London Borough of Haringey. Both the size of the area and population are not considered significant.</p> <p>The SPD is supplementary to Local Plan policies for which wider spatial effects have already been appraised.</p>	No
2f) The value and vulnerability of the area likely to be affected due to: i) special natural characteristics or cultural heritage ii) exceeded environmental quality standards or limit values iii) intensive land-use	<p>The Highgate School SPD will help ensure future developments within the Highgate School Estate grounds contribute positively to the natural characteristics and cultural heritage, but these will only be in a localised area and will not be significant.</p> <p>As the SPD does not propose any development works within sites or sites adjacent to, internationally designated sites, Sites of Special Scientific Interest, Local Nature Reserves, Sites of Importance for Nature Conservation or Ecological Corridors, it is unlikely that there will be any effects on European Protected Species. The SPD seeks to appropriately manage development to ensure protection of the character of the area.</p> <p>The SPD will have positive or neutral effects on environmental quality standards. This is because they will ensure developments preserve or enhance the setting of the statutorily listed and locally listed buildings, the appearance of the Highgate Conservation Area and to relate to the designated Metropolitan Open Land (MOL) and its openness. It also seeks to establish Zero Carbon developments and to be at least Air Quality Neutral on all new developments across</p>	No

	<p>the Estate grounds. It is therefore unlikely that any works or actions included in the SPD will affect environmental quality standards.</p> <p>The SPD does not include or add any site allocations for development and will not lead to intensive land-use.</p> <p>The Highgate School SPD is supplementary to Local Plan policies for which natural characteristics, cultural heritage and environmental quality standards have already been appraised.</p>	
2g) The effects on areas or landscapes which have a recognised national, Community or international protection status	<p>There are no landscapes of national or international protection status in the SPD Area.</p> <p>There are two landscapes of recognised Metropolitan importance in the areas and which the SPD may have an impact on. These are Highgate School Playing Fields and Highgate School Sports Ground, which are designated Metropolitan Open Land. The SPD seeks for any developments affecting these areas to preserve its openness and do not conflict with the purposes of including land within it, which in this case is for outdoor sports or recreational purposes.</p> <p>However, as the SPD is guidance for preserving these protected assets which will be further assessed at the detailed planning application stage, there will be no significant environmental effects upon them.</p> <p>The SPD is supplementary to Local Plan policies for which wider protections have already been appraised.</p>	No

#### 4. Screening outcome

4.1. Having reviewed the Highgate School SPD against the above criteria, it is concluded that it is not likely to have significant environmental effects and accordingly, should not be subject to Strategic Environmental Assessment.

4.2. This determination was subject to consultation with the statutory consultation bodies. The consultation bodies specified in the Environmental Assessment of Plans and Programmes Regulations 2004 consulted on this screening determination are:

- Historic England;
- Environment Agency; and

- Natural England

## **Appendix 1: Consultation Responses**

### **Environment Agency**

Thank you for consulting us on the draft SEA screening report for the above SPD.

Based on a review of environmental constraints for which we are a statutory consultee, there are no areas of fluvial flood risk, Source Protection Zones for groundwater or watercourses affected by the SPD area. Therefore we do not consider there to be potential significant environmental effects relating to these environmental constraints.

Your Surface Water Management Plan will indicate if there are any critical drainage areas from local sources of flood risk (e.g. surface water, groundwater and sewerage) which coincide with the SPD area.

For your information we have published joint advice with Natural England, English Heritage and the Forestry Commission on neighbourhood planning which sets out sources of environmental information and ideas on incorporating the environment into plans.

This is available at:

[http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/lit\\_6524\\_7da381.pdf](http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/lit_6524_7da381.pdf).

### **Natural England**

Thank you for your consultation request on the above dated and received by Natural England on 18<sup>th</sup> November 2020.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England has no comment to make on this consultation.

### **Historic England**

We note the Council's Screening Opinion and the conclusion that the proposed SPD does not give rise to significant environmental effects sufficient to require full SEA. In respect of the potential impacts on the Historic Environment we are content with the Council's analysis and that the policies are in conformity to National and Local Policy, and should lead to positive impacts in respect of the Historic Environment.

To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, where Historic England consider it appropriate to do so.

## Equality Impact Assessment Screening Tool

1	Lead officer contact details: <a href="mailto:Philip.crowther@haringey.gov.uk">Philip.crowther@haringey.gov.uk</a>			
2	Date: 23/02/2021			
3	Summary of the proposal: To prepare and establish the Highgate School Supplementary Planning Document (SPD) to appropriately manage the future developments within Highgate School Estate grounds. This is in accordance with the site requirement in Haringey's Local Plan which identifies Highgate School landholding as a Site Allocation 41 (SA41) in the Site Allocations DPD which is adopted in July 2017.			
	<b>Response to Screening Questions</b>	<b>Yes</b>	<b>No</b>	<b>Please explain your answer.</b>
<b>a) Type of proposal</b>				
4.	Is this a new proposal or a significant change to a policy or service, including commissioned service?		X	The Highgate School SPD is supplementary to Haringey's Local Plan as guidance and does not introduce new policy. This document will not affect or change any policy. The Local Plan was subject to its own Equality Impact Assessment.
5.	Does the proposal remove, reduce or alter a service or policy?		X	The proposal does not remove, reduce or alter policy as the Highgate School SPD is supplementary to the relevant Local Plan policies as guidance. It does not introduce new policy nor change any existing adopted policies.
6.	Will there be a restructure or significant changes in staffing arrangements? Please see the restructure pages for guidance for restructure EqlAs.		X	No
7.	If the service or policy is not changing, have there been any known equality issues or		X	No

	concerns with current provision. For example, cases of discrimination or failure to tackle inequalities in outcomes in the past?			
<b>b) Known inequalities</b>				
8.	Could the proposal disproportionately impact on any particular communities, disadvantaged or vulnerable residents?		X	<p>No. The proposal will not disproportionately impact on any particular communities, disadvantaged or vulnerable residents. The proposal affects future developments to be carried out by Highgate School within the Highgate School Estate landholding only. Some development proposals included in the Highgate School SPD specifically seek to improve accessibility for their pupils and staff to meet the needs of those with disabilities and to embrace diversity.</p> <p>In addition, the proposal in the SPD affects future developments to be carried out by Highgate School within the Highgate School Estate landholding only. The SPD is subject to a public consultation prior to adoption in which local residents, communities and other members of the public within the surrounding area will have the opportunity to submit their input and be involved in the proposal. In addition, future developments included in the SPD will be further assessed at the detailed planning application stage which may be subject to further public consultations.</p>
9.	Is the service targeted towards particular disadvantaged or vulnerable residents?		X	<p>No. The proposal seeks to positively contribute to local residents and communities. Some development proposals included in the Highgate School SPD specifically seek to improve accessibility for their</p>

	<i>This can be a service specifically for a group, such as services for people with Learning Disabilities. It can also be a universal service but has specific measures to tackle inequalities, such as encouraging men to take up substance misuse services.</i>			pupils and staff to meet the needs of those with disabilities and to embrace diversity.
10.	Are there any known inequalities? For example, particular groups are not currently accessing services that they need or are more likely to suffer inequalities in outcomes, such as health outcomes.		X	No
11	If you have answered yes to at least one question in both sections a) and b), Please complete an EqIA.			<ul style="list-style-type: none"> <li>No – full EQIA not required.</li> </ul>

This page is intentionally left blank



## **MINUTES OF MEETING Cabinet Member Signing HELD ON Monday, 15th February, 2021, 9.30am**

### **PRESENT:**

**Councillors: Joseph Ejiofor**

**ALSO ATTENDING: Charlotte Pomery & Ayshe Simsek**

### **23. APOLOGIES FOR ABSENCE**

There were no apologies for absence.

### **24. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **25. VARIATION TO A WORK CONTRACTS FOR RENOVATION AND REPURPOSING OF 20A & 20B WALTHEOF GARDENS, TOTTENHAM N17 1DX WITH SOL SERVICES LTD UNDER CSO 16.02.**

The Leader of the Council considered the report which put forward a decision to vary the contract for renovation and repurposing of 20A & 20B Waltheof Gardens, Tottenham N17 1DX with Sol Services Ltd as allowed under contract standing order 16.02. the Council decided to develop the Waltheof Gardens site as a centre of excellence for adults with autism. One building would be used as a Day Opportunities Service for adults with learning disabilities and autism and the other building as an Autism Hub for adults with autism but without a learning disability. The reasons for the additional costs were set out in the report and the works needed completion to enable the centre to open as soon as possible for use by young Adults with Autism.

The contract variation would be for a maximum cost of £118,160.00 which will cover unforeseen variations to the contracted works at 20A & 20B Waltheof Gardens, Tottenham N17 1DX.

The overall site would be named the Chad Gordon Autism Campus. It was noted that the campus would be made up of two services. The Haringey Opportunities Project for adults with learning disabilities and autism and #Actually Haringey an autism hub for adults with autism without a learning disability.

### **RESOLVED**

To approve the variation of the contract for renovation and repurposing of 20A & 20B Waltheof Gardens, Tottenham N17 1DX with Sol Services Ltd as allowed under contract standing order 10.02.1 (b) so that the contractor is able to complete the additional works required a 20A & 20B Waltheof Gardens, Tottenham N17 1DX.

The maximum cost of the variation is £118,160 and the maximum value of the contract including the variation will be £612,160.

### **Reasons for decision**

Additional funds are required to cover the additional works and repairs to the buildings' fabric and services. Without the funding the scope of the works will need to be reduced. At this late stage in construction this is likely to cause additional delays while alternative finishes and fittings are selected and will reduce the intended scope of the construction works which could affect the service provision.

The additional works identified fall into two distinct categories. They are either stipulations of current Building Regulations or Health & Safety legislation or bespoke requirements consistently required by the Service needed to operate the new facilities and therefore cannot be omitted from the final project scope.

The requested sum of £118,600.00 is a 'worst case' scenario calculated by the Quantity Surveyor (Moulton Taggart); a £25k contingency for potential unforeseen works has been included for in this financial request.

### **Alternative options considered**

The option not to proceed was rejected as the Council needs to ensure that the buildings are compliant, safe, and fit for purpose.

The option to go out to the market was also rejected due to the delay that this would bring to completing the construction work.

CHAIR:

Signed by Chair .....

Date .....

## **MINUTES OF URGENT CABINET MEMBER SIGNING MEETING HELD ON TUESDAY, 16TH FEBRUARY, 2021, 4.30 – 4.40 PM.**

**PRESENT:** Councillor Joseph Ejiofor, Leader of the Council.

**In attendance:** Zoanne Cadzow, Assistant Capital Programme Manager; John O’Keefe, Interim Head of Finance (Head of Capital and Major Projects); and Fiona Rae, Principal Committee Co-ordinator.

### **64. APOLOGIES FOR ABSENCE**

There were no apologies for absence.

### **65. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **66. SALIX PUBLIC SECTOR DECARBONISATION SCHEME FUNDING FOR SCHOOLS**

The Leader of the Council considered the report which sought approval for the acceptance of the Public Sector Decarbonisation Scheme Grant funding from the Business, Energy & Industrial Strategy Department (BEIS) for which Haringey had been offered £2.452m across 8 primary school condition projects. Whilst the grant was from BEIS, it was administered by Salix.

The grant covered some works within these projects which lowered carbon emissions in line with the grant criteria. The Council was required to respond via letter to Salix to confirm acceptance of the funding by no later than 20 February 2021. The acceptance of the grant was an urgent Key Decision.

As the scheme had been significantly oversubscribed (£2.3 billion of applications for £1 billion of funding), the Council would need to meet these dates set out by Salix and the government in order to ensure the funding was secured and not passed to another project on the contingency list.

#### **The Leader of the Council RESOLVED**

1. To agree to accept the Public Sector Decarbonisation Scheme Grant funding of £2.452 million.
2. To delegate authority to the Director of Finance to sign the Grant Offer letter to accept the grant funding.

3. To delegate authority to the Director of Finance to agree the final terms of the grant funding agreement which includes the Memorandum of Understanding, the draft of which is attached as Appendix 1 to the report.

### **Reasons for decision**

A decision to accept the funding enables schools to benefit in operating with lower carbon emissions including more efficient building services and reduced heat loss through building fabric (windows, roof), which assists in meeting the Council's targets on carbon emissions.

The schemes that are eligible for the grant funding are schemes that are already in the approved capital programme for delivery in FY 21/22 based on their priority condition need following surveys across the whole education and schools estate. The decision to accept the grant will assist in funding the approved capital programme.

### **Alternative options considered**

The alternative option is for the Council not to accept the funding. This would mean that the Council would bear the cost of these works as they are necessary to address the condition of the buildings.

Not accepting the funding could also have a potential impact on any future applications to Salix.

*The Chair of Overview and Scrutiny has agreed that the call-in procedure shall not apply to this urgent decision. This is because the decision is urgent and any delay in implementation caused by the call-in procedure would seriously prejudice the Council's or the public's interests due to the fact that the council will lose the opportunity to access funding to support schools in their existing endeavours in reducing carbon emissions. Also accessing this funding will support the council budget and enable further schools to take forward required condition works within the Children's Capital Programme. Accordingly, the Chair of Overview and Scrutiny Committee has agreed that the decision is both reasonable in all circumstances and that it should be treated as a matter of urgency. This is in accordance with Part 4, Section H, and Paragraph 18 (a) and (b) of the Council Constitution.*

LEADER OF THE COUNCIL: Cllr Joseph Ejiofor

Signed by the Leader of the Council .....

Date ...16 February 2021.....

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is exempt

This page is intentionally left blank