NOTICE OF MEETING

CABINET

Tuesday, 7th December, 2021, 6.30 pm - Transmitter Hall, Alexandra Palace, Palace Way, Wood Green, London N22 7AY

To watch the meeting, click here

Members: Councillors Peray Ahmet (Chair), Mike Hakata, John Bevan, Zena Brabazon, Seema Chandwani, Lucia das Neves, Julie Davies, Isidoros Diakides, Erdal Dogan and Ruth Gordon

Quorum: 4

1. FILMING AT MEETINGS

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

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

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

2. APOLOGIES

To receive any apologies for absence.

3. URGENT BUSINESS

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under Item 21 below. New items of exempt business will be dealt with at Item 27 below).

4. DECLARATIONS OF INTEREST

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

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

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

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

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

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

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

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

6. MINUTES (PAGES 1 - 14)

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

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

For Cabinet to note (i*f any*)

8. DEPUTATIONS/PETITIONS/QUESTIONS

To consider any requests received in accordance with Standing Orders.

9. BROADWATER FARM ESTATE, DESIGNS FOR NEW HOMES AND IMPROVEMENTS, LANDLORD OFFER, BALLOT AND BALLOT PROGRAMME, RELOCATION OF EXISTING FACILITIES (PAGES 15 - 192)

[Report of the Director of Housing, Regeneration and Planning. To be introduced by the Cabinet Member for House Building, Place-Making and Development]

10. BRUCE GROVE / WEST GREEN LOW TRAFFIC NEIGHBOURHOOD (PAGES 193 - 510)

[Report of the Director of Housing, Regeneration and Planning. To be introduced by the Cabinet Member for Environment, Transport, and the Climate Emergency and Deputy Leader of the Council]

11. BOUNDS GREEN LOW TRAFFIC NEIGHBOURHOOD (PAGES 511 - 822)

[Report of the Director of Housing, Regeneration and Planning. To be introduced by the Cabinet Member for Environment, Transport, and the Climate Emergency and Deputy Leader of the Council]

12. ST ANN'S LOW TRAFFIC NEIGHBOURHOOD (PAGES 823 - 1078)

[Report of the Director of Housing, Regeneration and Planning. To be introduced by the Cabinet Member for Environment, Transport, and the Climate Emergency and Deputy Leader of the Council]

13. DECISION ON THE COUNCIL'S PROPOSAL TO BRING HOMES FOR HARINGEY IN-HOUSE (PAGES 1079 - 1126)

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

14. 2021/22 FINANCE UPDATE QUARTER 2 (PAGES 1127 - 1176)

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

15. FEES & CHARGES 2022-23 (PAGES 1177 - 1252)

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

16. 2022-23 BUDGET AND 2022-2027 MEDIUM TERM FINANCIAL STRATEGY REPORT (PAGES 1253 - 1328)

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

17. DECENTRALISED ENERGY NETWORKS (DEN) OUTLINE BUSINESS CASE (OBC) (PAGES 1329 - 1542)

[Report of the Director of Housing, Regeneration and Planning. To be introduced by the Cabinet Member for Environment, Transport, and the Climate Emergency and Deputy Leader of the Council]

18. DISABLED BLUE BADGE FRAUD ENFORCEMENT POLICY (PAGES 1543 - 1558)

[Report of the Director of Environment and Neighbourhoods. To be introduced by the Cabinet Member for Customer Service, Welfare and the Public Realm]

19. THE ACQUISITION OF THE LEASEHOLD INTEREST AT 78 - 92 STAMFORD ROAD (PAGES 1559 - 1570)

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

20. MINUTES OF OTHER BODIES (PAGES 1571 - 1590)

To note the minutes of the following:

Cabinet Member Signing:
9 November 2021
11 November 2021
15 November 2021

Urgent Decisions:
17 November 2021

21. NEW ITEMS OF URGENT BUSINESS

To consider any items admitted at Item 3 above.

22. EXCLUSION OF THE PRESS AND PUBLIC

Note from the Democratic Services and Scrutiny Manager

Items 23 to 27 allow for consideration of exempt information in relation to items 6, 15, 17 and 19

.

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 paragraphs 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

23. EXEMPT - FEES & CHARGES 2022-23 (PAGES 1591 - 1592)

As per item 15.

24. EXEMPT - DECENTRALISED ENERGY NETWORKS (DEN) OUTLINE BUSINESS CASE (OBC) (PAGES 1593 - 1866)

As per item 17.

25. EXEMPT - THE ACQUISITION OF THE LEASEHOLD INTEREST AT 78 - 92 STAMFORD ROAD (PAGES 1867 - 1872)

As per item 19.

26. EXEMPT - MINUTES (PAGES 1873 - 1874)

To approve the exempt minutes of the Cabinet meeting held on 9 November 2021.

27. NEW ITEMS OF EXEMPT URGENT BUSINESS

To consider any items admitted at Item 2 above.

Felicity Foley, Committees Manager
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Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
River Park House, 225 High Road, Wood Green, N22 8HQ

Monday, 29 November 2021

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Agenda Item 6

MINUTES OF MEETING Cabinet HELD ON Tuesday, 9th November, 2021, 6.30 - 7.10 pm

PRESENT:

Councillors: Peray Ahmet (Chair), John Bevan, Zena Brabazon, Seema Chandwani, Lucia das Neves, Julie Davies, Isidoros Diakides and Ruth Gordon

646. FILMING AT MEETINGS

The Chair referred to the information as set out in the agenda and advsed that the meeting was being filmed.

647. APOLOGIES

Apologies for absence were received from Councillor Hakata.

648. URGENT BUSINESS

There were no items of urgent business.

649. DECLARATIONS OF INTEREST

None.

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

None received.

651. MINUTES

RESOLVED that the minutes of the Cabinet meeting held on 12 October be approved as a correct record.

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

None received.

653. DEPUTATIONS/PETITIONS/QUESTIONS

None received.

654. LONDON BOROUGH OF HARINGEY GAMBLING ACT POLICY

The Cabinet Member for Planning, Licensing and Housing Services introduced the report which sought approval of the Statement of Gambling Policy, and to recommend the adoption of the Statement of Gambling Policy to Full Council. The Gambling Policy was a policy framework document which required revision, consultation and adoption every three years, under Section 349 of the Gambling Act 2005.

The Cabinet Member for Health, Social-Care and Wellbeing added that the Public Health team were creating a programme of work to address gambling related harm, focusing on co-production of the programme with the community, specifically with young people. This would be an important piece of work given the concerns around gambling and gambling addiction in the borough.

In response to a question from Councillor Cawley-Harrison, it was explained that Harringay ward had been added to the list of vulnerable areas due to the number of betting shops in the ward and the need to improve the deprivation indices.

RESOLVED to

1. Approve the Statement of Gambling Policy in Appendix 1, taking into account the outcome of the consultation on the draft Statement of Gambling Policy set out in paragraph 8.3 of the report and the Equality Impact Assessment screening tool set out in Appendix 3; and

2. Agree a no casino resolution.

3. Recommend to Full Council that the Statement of Gambling Policy be adopted.

4. Note the supplementary guidance containing the local area profile information at Appendix 2;

Reasons for decision
The Council is obliged to review and adopt a Statement of Licensing Policy for Gambling every three years. The current policy is due to expire in January 2022. Therefore, a new policy has to be adopted.

Alternative options considered
No alternatives were considered. It is a legislative requirement that the policy be reviewed at least every three years, and that a public consultation is carried out. Failure to review and adopt the Statement of Gambling Policy would result in the Council failing to comply with legislation.

655. ACQUISITION OF THE LONG LEASEHOLD INTERESTS IN 14 HOMES AT HALE WHARF PHASE 2, TOTTENHAM HALE

The Cabinet Member for House Building, Place-Making and Development introduced the report which sought approval for the acquisition at pre-construction phase of 14 private sale homes in three blocks at Hale Wharf in Tottenham Hale for housing purposes as Council homes at Council rent. The 14 homes were located in the top

floors of three of the six blocks which the Council was currently acquiring from Developer Waterside Place Limited Partnership as approved by Cabinet on 22 July 2021 as part of the Council House Delivery Programme.

The Cabinet Member and Assistant Director for Housing responded to questions from Councillor Cawley-Harrison:

- The purchase of the original 177 homes was completed as part of a Section 106 acquisition. The 14 private sale homes were not included as part of this and the decision was taken to continue with the Section 106 purchases and return to consider purchasing these units at a later date.
- The purchase prices were at reasonably comparable rates for the market acquisition.

Further to consideration of exempt information, it was

RESOLVED to

1. Approve the acquisition of the long leasehold interests in 14 private sale residential homes in Hale Wharf Phase 2 from Waterside Place Limited Partnership for use as Council rent accommodation for the Package Price and based on the Heads of Terms and Business Case as set out in Exempt Appendix 2. The homes are located in the top floors in three of the six residential blocks within Hale Wharf Phase 2 which the Council is acquiring and which will all be converted for use as Council homes at Council rent.

2. Give delegated authority to the Director of Housing, Regeneration and Planning and after consultation with the Head of Legal and Governance (Monitoring Officer) and Cabinet Member for House-Building, Place-Making and Development to agree legal documentation and complete the transaction.

Reasons for decision

- Cabinet on 22nd July 2021 approved the acquisition of the long leasehold interests of 177 residential homes from Waterside Place Limited Partnership for use as Council Rent accommodation. These homes are contained within six blocks (D to J inclusive as shown in Appendix 1). There are 14 private sale homes re located in the top floors in Blocks D, E & F which were not included in this transaction. A purchase price and Heads of Terms have now been agreed with the developer for the acquisition of these homes.

- There is an overwhelming need for social rented homes in Haringey. The acquisition of these 14 homes in addition to the 177 affordable homes which the Council is already acquiring will help the Council to meet that need by converting all the homes (total No. 191) to Social Rent for rent to those on the Council's Housing Register who most need them.

- The conversion of these additional private sale homes to homes for Social Rent will also deliver an improved mix of genuinely affordable homes within the scheme as a whole and in Tottenham Hale more widely, better meeting the needs of local people.

- The homes to be delivered are very well located and will be of an extremely high quality. Delivering them as Council homes would help to create an inclusive environment in a development that has adopted the Healthy Streets Approach to embed public health in public realm.

- The acquisition is supported by the HRA Business Plan and by GLA grant funding.

- Schedule of Accommodation

No.	Type
4	1b1p
3	1b2p
7	2b4p

Alternative options considered

Not to acquire the private sale homes. This option was rejected because it would represent a missed opportunity for the Council to:

i. Acquire the outright long leasehold interest of all the residential homes in Blocks D to J (inclusive) in Hale Wharf Phase 2 which the Council is already purchasing.

ii. Secure an additional 14 private sale homes for conversion to use as Council rent tenancies within three buildings where the Council will be the long lessee and responsible for building maintenance, insurance and service provision.

iii. Enable the Council to provide internal estate management services to single tenure occupiers i.e. Council Rent Tenants.

iv. Avail of substantive GLA grant funding from the Building Homes for Londoners Programme (TBC by Housing and Finance).

v. Further assist in maintaining momentum and progress in the overall Tottenham Hale regeneration area.

656. STATION ROAD REFURBISHMENT WORKS

The Cabinet Member for Finance and Transformation introduced the report which sought approval for the programme of office moves, refurbishments and agreement to tender the package of works, to ensure the delivery of high quality services. Changes were required to a number of key council buildings to support immediate goals relating to the New Ways of Working Programme and the Accommodation Strategy, during the intervening period before the refurbishment of the Civic Centre, subject to final decision on that project in January 2022

The Cabinet Member and Assistant Director for Capital Projects and Property responded to questions from Councillor Cawley-Harrison:

- There were no decisions to be made at this stage regarding the future of any building. The decision at this stage was in relation to the short term future of the buildings whilst the refurbishment of the Civic Centre took place.
- Valuations had not been carried out on the properties, as they would be used for the Council's own operational purposes.
- Not using River Park house would reduce the amount of carbon produced there. The Council would be looking proactively at future proposals to see how net zero carbon can be achieved going forward.

RESOLVED to

1. Approve the planned refurbishment works for Alexandra House and 48 Station Road, to allow for their re-occupation by officers.

2. To agree to the tendering of the package of works following the procurement approach set out in section 8 of this report.

3. To note the estimated budget of £10.16m.

Reasons for decision

To deliver office accommodation improvements
The council has a poor standard of office accommodation, which is not reflective of the expectations of a modern workforce and does not enable high quality services for our residents.

Investment in the interior decoration, and fit-out of Alexandra House and 48 Station Road has been not taken place for a number of years. Some planned maintenance and compliance works are also now required, which will be more economic to deliver as a single programme.

To ensure the council has an appropriate accommodation offer, prior to the Civic Centre project completing in 2025, with or without an Annex. This means investment is required across our sites for the next 4 years usage, which will also contribute to enhanced assets and value to the council once vacated.

To enable the continued adoption of flexible working
Prior to the pandemic, the council was on a journey of adopting modern, flexible ways of working and improving council accommodation to enable this.

A significant number of staff continued to come into Haringey and use council accommodation during the pandemic but this period has also demonstrated that widespread flexible and home working can allow officers to continue to deliver for our residents and reduce the cost of council accommodation, whilst also improving the work-life balance for many staff.

The Council's vision for how it will work in the future will recognise the benefits of maintaining flexibility in where its staff work. Whilst there are clear benefits to retaining

the ability for staff to work remotely from home and other locations, we also believe that a physical connection to Haringey as a place is vital to ensuring that our staff maintain a close relationship with the residents and communities we serve, and enabling our staff to collaborate with colleagues from across the council and partner organisations.

Under this 'Hybrid' working model, it is expected that all staff will have regular reasons to come into work in Haringey, either within council accommodation or out in the communities they serve and most staff will split their working time between some combination of home, council accommodation and being out in the communities we serve. It is therefore envisaged that very few Council roles will continue to be suitable for 100% remote working.

Officer teams are in a phase of reconnecting and returning to a greater presence in the borough, supported by some immediate reconfiguration of office space.

In order to ensure that the council's office accommodation supports this hybrid model of working, the existing office design, and supporting I.T. infrastructure, is in need of updating. The proposed building and furniture layouts will provide a mix of work settings for staff, including traditional desking for focussed, individual work but also with a significant increase in the amount of flexible space designed to enable collaborative working.

The buildings will also be equipped with new audio-visual technology to enable 'hybrid' working, allowing staff to work together regardless of whether they are in the office or working remotely.

The plans are also designed to encourage greater collaboration between council directorates and services. Whilst each council Directorate will have an allocated floor in either Alexandra House or 48 Station Road, remaining floors in each building will not be allocated to any specific service and will instead provide flexible working and meeting space for all council staff to use, thus increasing the opportunities for cross-service collaboration.

To support short-term goals in the Accommodation Strategy

The Council intends to co-locate all its core office functions into the refurbished Civic Centre (subject to a future Cabinet decision), and the project will complete in 2025. The Council requires office accommodation that is compliant with safety regulations, of sufficient size for its workforce, and in a suitable condition for the interim period.

The proposals allow for flexibility for future options, including the vacation of River Park House and 40 Cumberland Road, and any future decision will be subject to its own business case and decision-making process.

In order to consolidate into 48 Station Road and Alexandra House refurbishment works are needed that create a suitable office environment, ensure these important public buildings demonstrate civic pride, and complete essential maintenance and compliance works, which are required in any event.

Included in this proposal are improved facilities for cycle parking and showering. These will support staff to adopt Active Travel to work modes (walking, cycling, running) which supports the Council's sustainability goals. It also makes possible physical activities for staff as part of our Workforce Wellbeing strategy (for example through running clubs).

Alternative options considered

Do Nothing
Doing nothing is not recommended. Council officers are working almost entirely remotely. They cannot return to Council offices in their current condition, as there are various maintenance and safety issues that need to be addressed. This would mean an increasing risk of service failure in key statutory services, if adequate workspace was not provided.

Staff cannot continue indefinitely to work fully remotely, without deteriorating wellbeing and productivity.

Continuing to occupy all four buildings is a high cost option, as the Council would have to meet the maintenance, energy and other costs.

The Council would fail to meet its Net Zero Carbon ambition if this option was chosen, due to the poor energy efficiency of River Park House.

Return to pre-pandemic ways of working
Returning to pre-pandemic ways of working is not recommended for a number of reasons. The Council's workforce strategy has included the expectation to move towards more flexible and agile ways of working over a long period. The pandemic accelerated this change, rather than creating a change of direction.

Staff have indicated a strong preference for continuing to work remotely for part of the week. In order to recruit and retain a high performing workforce, moving to modern ways of working is in the Council's overall interest.

Were the Council to seek to substantially reversing this trend, this would require the Council to invest substantially in all the buildings in Station Road to bring them to the required standard. The capital cost of those works would be substantially higher. The Council would also retain the ongoing running costs of these buildings.

Investment in other buildings to provide workspace
Other options for provision of workspace have been considered and discounted as they do not represent value for money.

More extensive refurbishment programme for Alexandra House
As part of the planned and preventative works at Alexandra House, some of the elements of the Heating, Ventilation and Cooling System are ageing and will need to be replaced over a period of time. Consideration was given to bringing forward all of this investment, to coincide with the refurbishment works proposed in this report.

This was discounted on the grounds of both timing and the additional cost at this stage, whilst the council considers the long term usage of Alexandra House. This work is not considered as urgent, and informed decisions can be made, once a decision is taken on the Civic centre with an Annex, in January 2022 and master planning work for Wood Green has been progressed.

657. ADMISSION TO SCHOOLS – PROPOSED ADMISSION ARRANGEMENTS FOR 2023/24

The Cabinet Member for Early Years, Children and Families introduced the report which sought approval to commence a six-week period of statutory consultation on admission arrangements for community and voluntary controlled schools. It was a requirement for all schools to have admission arrangements which clearly set out how children would be admitted, including the criteria that will be applied if there were more applications than places at a school. In addition, there was a requirement to publish a co-ordinated scheme setting out the procedures all schools and academies must follow to co-ordinate the admission process for the reception and secondary transfer admissions round to ensure that all residents were offered a school place.

In response to a question from Councillor Cawley-Harrison, the Cabinet Member advised that there was currently some research being carried out on school place planning, but this report was on admission arrangements, which was a separate issue.

RESOLVED to

1. Agree to consult on the proposed admission arrangements, including the co-ordinated schemes for admission of children to schools for the academic year 2023/24.

2. Agree to consult on the proposed fair access protocol[1] which, if agreed at Cabinet in February 2022, would come into force from 1 March 2022;

3. Agree that the co-ordinated schemes for the admission of children to maintained primary and secondary schools as set out in Appendix 8 of this report can be published on the Haringey website on 1 January 2022;

4. Note that the proposed consultation on the proposed admission arrangements is scheduled to take place between 25 November 2021 and 6 January 2022;

5. Note that following the consultation, a report will be prepared summarising any representations received and a decision on the final admission arrangements for 2023/24 will be taken by Cabinet in February 2022.

Reasons for decision

Why do we consult? - This report and the consultation that will flow from it will ensure that our proposed admission arrangements for 2023/24 are consulted upon

[1] In line with para. 3.14 of the Code each local authority must have a fair access protocol to ensure that unplaced and vulnerable children, and those who are having difficulty in securing a school place in-year, are allocated a school place as quickly as possible.

and the co-ordinated scheme is set in accordance with the mandatory provisions of the School Admissions Code 2021 (the Code).

The Code requires all admission authorities to publicly consult on their admission arrangements. If no changes are made to admission arrangements, they must be consulted on at least once every 7 years. The Council is the admission authority for community and voluntary controlled (VC) schools within the borough and is therefore responsible for determining the admission arrangements for these schools.

Ensuring there is a transparent and objective school admissions process is a statutory requirement and an integral part of the Council's work. Oversubscription criteria must be reasonable, clear, objective, procedurally fair, and comply with all relevant legislation, including equalities legislation. Admission authorities must ensure that their arrangements will not disadvantage unfairly, either directly or indirectly, a child from a particular social or racial group, or a child with a disability or special educational needs, and that other policies around school uniform or school trips do not discourage parents from applying for a place for their child.

Schools that are their own admission authority (academies, foundation schools and voluntary aided[2]) must consult on, and then determine their own admission arrangements by 28 February each year. The Council has a statutory duty to monitor the arrangements determined by schools that are their own admission authority to ensure compliance with the Code.

All schools must have admission arrangements that clearly set out how children will be admitted, including the criteria that will be applied if there are more applications than places at the school.

Oversubscription criteria

The admission authority for the school must set out in their arrangements the criteria against which places will be allocated at the school when there are more applications than places, and the order in which the criteria will be applied. Oversubscription criteria must be reasonable, clear, objective, procedurally fair, and comply with all relevant legislation, including equalities legislation.

Admission authorities must ensure that their arrangements will not disadvantage unfairly, either directly or indirectly, a child from a particular social or racial group, or a child with a disability or special educational need, and that other policies around school uniform or school trips do not discourage parents from applying for a place for their child.

In Year Fair Access Protocol

An in-year fair access protocol has been agreed with all schools in Haringey to ensure unplaced children, especially the most vulnerable, are offered a school place without delay. This is a statutory requirement set out in the Code. In using the protocol, Haringey ensures that these children and young people are shared fairly across all Haringey schools and that this process is open and transparent.

[2] Voluntary-aided (VA) schools are local-authority-maintained schools, and often, but not always, have a religious character.

All Haringey schools, including schools that are their own admission authority continue to support the principles and approach of the fair access protocol. Paragraph 3 at Appendix 5 sets out that “it is essential to the success of the fair access protocol that all headteachers and governing bodies agree to the aims, principles and procedures and give their fullest support.” As part of this consultation, we ask key stakeholders (headteachers and governing bodies) to review the protocol in order to make an assessment of its effectiveness. In line with para. 3.30 (b) of the Code, there is a requirement on all Local Authorities to assess their effectiveness of fair access protocols including how many children were admitted to each school under it. An annual report is produced and sent to the Office of the Schools Adjudicator with this information.

Alternative options considered

Haringey consults on its admission arrangements annually irrespective of whether there is a proposed change. This is to ensure transparency and openness of the arrangements and to allow parents, carers and other stakeholders who might not previously have been interested in the admission arrangements (perhaps because they didn’t have a child of school age) to make a representation which can then be considered as part of the determination of the arrangements.

We are not proposing a change to the oversubscription criteria for community and VA schools for 2023/24. Whilst there are other ways admission arrangements can influence the allocation of school places set out in the Code (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.

658. ACQUISITION OF 7 AFFORDABLE HOMES AT 38 CRAWLEY ROAD FOR USE AS COUNCIL RENTED HOUSING

The Cabinet Member for House Building, Place-Making and Development introduced the report which sought approval for the acquisition at pre-construction phase of seven S106 homes in a 29-unit residential scheme at 39 Crawley Road, Wood Green. This would be a freehold acquisition comprising a self-contained block in the scheme which was being delivered by Frankum Developments Ltd.

The Cabinet Member and Assistant Director for Housing responded to questions from Councillor Cawley-Harrison:

- The development was close to net zero carbon, but not completely, although it exceeded London Plan targets.
- There were 11700 people on the waiting list for a Council home. Further information would be provided in writing in regard to how this number has changed over the last four years.
- Generally, around 50 homes were purchased each year under the Right to Buy scheme, but further information on the number of homes sold since 2018 would be provided in writing.

Further to considering exempt information, it was

RESOLVED to

1. Approve the acquisition at pre-construction phase of seven S106 units in a 29 home residential scheme at 39 Crawley Road from Frankum Developments Ltd for use as Council rent accommodation. The block containing these units will be acquired on a freehold basis for the Package Price and based on the Heads of Terms and Business Case as set out in Exempt Appendix 2.

2. Give delegated authority to Director of Housing, Regeneration and Planning and after consultation with the Head of Legal and Governance (Monitoring Officer) and Cabinet Member for House Building, Place-Making and Development to finalise and complete the transaction.

Reasons for decision
There is an overwhelming need for social rented homes in Haringey. The acquisition of these homes will help the Council to meet that need by converting them to Social Rent for rent to those on the Council's Housing Register who most need them.

The acquisition of these homes will also deliver an improved mix of genuinely affordable homes within the scheme as a whole and in Wood Green more widely, better meeting the needs of local people.

The homes to be delivered are very well located and will be of an extremely high quality. Delivering them as Council homes would help to create an inclusive environment in a development that has adopted the Healthy Streets Approach to embed public health in public realm.

Council Officers had an input in the design and accommodation provided within the S106 units at the pre-application of the planning process at which stage the Council expressed an interest in acquiring the homes.

The accommodation mix will give the Council larger and well-designed homes.

The homes are ineligible for GLA grant funding as the overall scheme fails to achieve the 40% threshold of affordable housing. The funding for the acquisition of these units is set out in Appendix 2 Exempt Report.

The acquisition is supported by the HRA Business Plan.

Alternative options considered
Not to acquire the private sale homes. This option was rejected because it would represent a missed opportunity for the Council to:

i. Secure an additional seven homes for use as Council rent tenancies as part of the Council's commitment to starting on site or completing 1,000 Council homes at Council rents by March 2022.

ii. Further assist in maintaining momentum and progress in the overall Wood Green area.

659. MINUTES OF OTHER BODIES

RESOLVED

To note the minutes of the following:

Cabinet Member Signing:
8 October 2021
15 October 2021
19 October 2021

Urgent Decisions:
12 October 2021
18 October 2021

660. NEW ITEMS OF URGENT BUSINESS

None

661. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED
That the press and public be excluded from the meeting for the consideration of agenda items 17-20 as they contain exempt information as defined in Section 100a of the Local Government Act 1972; Paragraph 3 – information relating to the financial or business affairs of any particular person (including the authority holding that information); Paragraph 5 – information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

662. EXEMPT - MINUTES

RESOLVED that the exempt minutes of the Cabinet meeting held on 12 October 2021 be approved as a correct record.

663. EXEMPT - ACQUISITION OF THE LONG LEASEHOLD INTERESTS IN 14 HOMES AT HALE WHARF PHASE 2, TOTTENHAM HALE

The Cabinet noted the exempt information and resolutions were agreed as per minute 655.

664. EXEMPT - ACQUISITION OF 7 AFFORDABLE HOMES AT 38 CRAWLEY ROAD FOR USE AS COUNCIL RENTED HOUSING

The Cabinet noted the exempt information and resolutions were agreed as per minute 658.

665. NEW ITEMS OF EXEMPT URGENT BUSINESS

None.

CHAIR: Councillor Peray Ahmet

Signed by Chair ……..

Date ……

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Report for: Cabinet 07 December 2021

Title: Broadwater Farm – Approval of designs for new homes, landlord offer and resident ballot

Report Authorised by: Peter O'Brien, Assistant Director for Regeneration and Economic Development

Lead Officer: David Sherrington, Director of Broadwater Farm

Ward(s) affected: West Green

Report for Key/ Non Key Decision: Key Decision

1. Describe the issue under consideration

1.1. This report sets out how the council has sought to work in partnership with the Broadwater Farm Estate community to develop placemaking design proposals, which represent the largest investment in the estate's history and will deliver on resident priorities, including circa. 300 new high quality council homes, a safe and welcoming neighbourhood and more opportunities and services for residents. It sets out how the Council has engaged and consulted with residents over the past 16 months and provides the communities' feedback on the design proposals as they have developed.

1.2. In light of the feedback received and the work undertaken with the community, the report seeks approval of the key principles of the preferred design and ground floor strategy alongside the key commitments to residents which would form part of a Landlord Offer. The report also seeks approval to proceed to a resident ballot on the Broadwater Farm Estate, in line with the requirements set out in Section 8 of the Greater London Authorities' (GLA) Capital Funding Guide. The resident ballot is an important milestone and will give local residents the opportunity to decide whether the scheme proceeds. If the vote is 'yes', the Council will be able to draw down GLA Funding and progress delivery of the scheme.

1.3. The new build programme forms one part of the overall Broadwater Farm Improvement programme. While not considered in this report, this programme includes refurbishment of the retained stock on the estate, a wide-ranging socio-economic programme, a demolition programme, a rehousing and acquisition programme, and work to improve core services across the estate. The programme is delivered by a project team comprising Council and Homes for Haringey officers

2. Cabinet Member introduction

2.1. I am pleased to present this report to cabinet seeking approval to take designs proposals for new homes on the Broadwater Farm estate to a resident ballot in February. This report is culmination of more than two years of work with the community and local stakeholders who have shaped the proposals that are

presented. As a council we are committed to working with our communities and through a resident ballot we will test that we have their support.

2.2. In total our ambition is to build almost 300 high quality council owned homes at council rent on the estate, 30% of which will be family homes with either three or four bedrooms, and all of which will have access to their own private outside space. Residents who have moved from the blocks being demolished will have priority to return to these new homes, following which priority will be given to existing residents on the estate through our Neighbourhood Moves scheme.

2.3. Alongside new homes we will deliver a range of improvements on the estate, including new open spaces, a new modernised health facility, a new energy centre that will decarbonise the whole estate, and commercial units for shops and other local enterprises. The total investment with this project alone is likely to exceed £100m, and we will work with the appointed contractors to ensure that local people benefit from employment, skills and training linked to the works.

2.4. This project represents a once in a generation opportunity to make a huge investment on Broadwater Farm and I look forward to discussing the proposals in more detail with residents in the coming months.

3. Recommendations

It is recommended that Cabinet:

3.1. Note and consider the feedback from consultations with residents and the wider community, including those required under Section 105, on the design of the new homes and associated improvements on Broadwater Farm, as described in paragraphs 6.8 to 6.26 and set out in Appendix A.

3.2. Approve the following:

a) The key principles of the Urban Design Framework (UDF) as described in paragraphs 6.27 to 6.35 and the summary draft UDF document in Appendix B

b) The key principles of the preferred design for new homes, as described in paragraph 6.37 and the summary document in Appendix C, that will be voted on by residents in the ballot referred to in recommendation 3.2 (e)

c) The commitments of the Broadwater Farm Landlord Offer as set out in paragraph 6.70.

d) The principles of the proposed Rent Strategy for the new homes on the estate, as set out in paragraphs 6.77 to 6.85

e) A ballot be undertaken of eligible current and former Broadwater Farm residents based on the approved design and the Broadwater Farm Landlord Offer, described in paragraphs 6.72 to 6.76.

f) The inclusion of the Enterprise Centre, Broadwater Farm Medical Centre and the former Moselle School as development sites within the design proposals, as described in paragraphs 6.41 to 6.64.

3.3. Delegate authority to the Director of Housing, Regeneration and Planning, after consultation with the Cabinet Member for Housebuilding, Placemaking and Development, to:

a) Approve the final ballot materials, including the final Landlord Offer document and the final ballot programme.
b) Approve the final detailed design and subsequent submission of a full planning application, based on the design principles referred to in recommendation 3.2 (b) and subject to the outcome of the ballot referred to in recommendation 3.2 (e).

4. Reasons for decision

4.1. The demolition of Tangmere and Northolt blocks was, following consultation, agreed by Cabinet in November 2018. This was deemed to be the only viable option following the discovery of serious structural defects in those blocks. A commitment to replace the council rented homes lost on the estate with new council homes was made to those residents affected at the time.

4.2. Since then, the Council has been working closely with residents and the wider community to develop designs for and deliver the most comprehensive and wide-reaching Estate Improvements programme within the estate's history. This is a unique opportunity to transform the quality of life on the estate and deliver new homes, new streets, new public realm, and new social infrastructure as part of an ambitious long-term vision for the estate. The improvements will deliver on the community's priorities and aspirations that have been identified through extensive engagement efforts.

4.3. This report sets out the commitments that will be made to residents in the Landlord Offer and how the proposed designs will deliver on these commitments. The report will authorise a ballot of Broadwater Farm residents, in accordance with GLA funding requirements, ensuring that they have the final say on whether the proposals deliver on their priorities and commitments made to them. If this is successful, then the report will authorise officers to progress with a detailed planning application and enable the delivery of this once in a generation, transformational project.

5. Alternative Options Considered

5.1. Officers considered the following alternative options to those recommended in the report:

Option to not hold ballot and build new homes

5.2. The option to not hold a ballot was rejected. While an exemption to a ballot was obtained from the GLA for the replacement homes funding, a commitment was made by the Council to residents to allow them to have a say on the proposals. Since then, the inclusion of the Stapleford North block in the preferred design means a ballot is now a condition of the GLA grant funding for the new homes.

5.3. The new homes must be delivered to replace the social rented homes. This was a key commitment to residents during the initial consultations on demolition of the Tangmere and Northolt blocks. The buildings must be demolished for safety reasons and this has already been consulted upon with residents and approved by Cabinet. Not replacing the homes would result in a net loss in council homes

in the borough and the Council and residents would be left with an empty site and the costs and issues associated with that.

5.4. The recommended option is to therefore proceed with the project to deliver new homes and ballot residents on the proposals.

Option not to adopt rent strategy

5.5. The rent strategy for residents opting to exercise the right to return is in line with commitments the council has made on regeneration schemes elsewhere, ensuring that where residents are moved and their homes demolished, they are able to return to the estate on similar terms to their previous tenancy. The rent strategy for all homes let to council tenants beyond those opting to exercise the right to return is in line with the Council's rent strategy on new lettings borough wide.

5.6. The recommended option is to therefore adopt the proposed rent strategy.

Option to not relocate the Enterprise Units and medical centre

5.7. The proposals for Broadwater Farm provide an excellent opportunity to relocate the current Enterprise Centre units and medical centre facilities in new, high-quality, easily accessible buildings and address the issues associated with the current buildings and environment, as described in more detail in paragraphs 6.49 to 6.56 below. It also offers the opportunity to provide more housing, improved public realm alongside higher quality infrastructure from which opportunities and services can be delivered for the community.

5.8. Retaining the buildings would mean these opportunities are lost, resulting in a poorer outcome in terms of opportunities and services for residents, urban design, and delivery of council housing.

5.9. Demolishing but not re-providing the facilities is not an option. The Enterprise Centre units are subject to a court order requiring the council to re-provide them. The medical centre provides an essential service to residents and the Council is committed to maintaining this provision on the estate.

5.10. The recommended option is to therefore demolish and re-provide the Enterprise Centre units and medical centre as part of the new development. This will provide a better outcome for residents, users of the facilities and the Council.

6. Background information

Decision to Demolish and Replace

6.1. The decision to consult on replacing the Tangmere and Northolt blocks on Broadwater Farm was taken by Cabinet in June 2018, following the discovery of significant structural defects. Residents were consulted on the demolition in autumn 2018 and the results showed clear support for the replacement of the blocks, with over 80% of residents either 'strongly agreeing' or 'broadly agreeing' with the proposals. The following proposals were made to residents in the consultation material:

- All council homes demolished will be replaced with the same number of new, high quality, council homes.

- New homes will be at council rents
- Residents in Tangmere and Northolt will be able to return to a new home once they are built
- More family sized homes will be provided to help overcrowded residents.

The decision to demolish the blocks and re-house residents was then confirmed at the November 2018 cabinet.

6.2. Since then, officers have been working to decant the blocks and re-house residents. Vacant possession of the Tangmere block is expected by late December and Northolt will follow in 2022. The Council has recently confirmed a Compulsory Purchase Order for Tangmere and Northolt blocks to expedite this process if necessary.

6.3. The demolition contract for Tangmere will be brought to Cabinet in early 2022 with the works commencing shortly after. The demolition of Northolt will be undertaken as soon as reasonably practical once phasing and construction logistics have been considered in more detail.

Development of Designs

6.4. Following the Cabinet decision to demolish and rebuild new homes on the Tangmere and Northolt sites, Karakusevic Carsen Architects were appointed to work with the council and the community to:

- **Develop Designs for new homes:** Detailed design and planning applications for new housing on two sites following the demolition of the Tangmere and Northolt blocks. This also includes the site of the 'Enterprise Centre' units adjacent to Tangmere block.
- **A Site-wide Urban Design Framework (UDF) and public realm strategy:** which will consider the whole area of Broadwater Farm Estate, including the Northolt and Tangmere sites and the opportunity areas. The UDF sets out the placemaking vision for the estate and potential wider improvements. It acts as a guide for future change on the estate, ensuring that any physical projects support the delivery of the vision.

6.5. Since their appointment, the design team has been working closely with officers and the community to develop designs for the new build homes and the vision for the wider estate. Further details on the engagement and consultation work undertaken is detailed in paragraphs 6.8 - 6.26 below.

6.6. During the design process the phasing was adjusted and it was decided to bring forward the former Moselle School site, identified as a future opportunity site, and incorporate it into the main development. It should be noted that this will require the appropriation of school land to the HRA, this is detailed in paragraphs 6.57 to 6.68 below. The demolition of this site was completed in November this year. The development area was also expanded to include the existing medical centre on Willan Road, as detailed in paragraphs 6.49 to 6.56 below. The new phasing is as follows:

- Phase 1 – Moselle and Tangmere sites, including the Broadwater Farm Medical Centre.

- Phase 2 – Northolt and Stapleford North site, including the energy centre site.

6.7. Details of the preferred design are set out in paragraph 6.37 below. The design work required to take the scheme to planning is essentially complete, concluding the current design team appointment.

Engagement with the Community

6.8. The Council has been and continues to work on an ambitious programme of engagement activities on the Broadwater Farm estate, with the aim of putting Broadwater Farm Estate community at the heart of the design process. Over the past 16-months the council has been working in close collaboration with residents and the wider Broadwater Farm community to develop design proposals incorporating residents' and stakeholder feedback.

6.9. During this process, the views of hundreds of residents and stakeholders have been sought at each stage of the design process. Consultation materials have been sent to every household, officers have knocked on as many doors and phoned as many residents as is possible, online and pop-up events have been held, posters have been displayed in all lobbies and all material has been made available through a dedicated online portal. Interpreters were also drafted in to help officers reach out to and include all residents on the estate.

6.10. The engagement has taken place in line with the Consultation and Engagement strategy, which set the following objectives and principles:

- To inform residents of the work streams undertaken currently and in the future.
- To involve residents in the design process for replacing Tangmere and Northolt.
- To engage residents on the production of an Urban Design Framework which will set out a vision and design principles for Broadwater Farm.
- To empower residents to lead on the extent and types of neighbourhood improvements.
- To empower residents to have a say in strategic decision-making regarding the future of the estate through a ballot.

6.11. Engagement has taken place across the following stages:

1. Identifying methods of engagement and resident priorities - August-September 2020.
2. Current homes and neighbourhood - October 2020.
3. Presenting initial designs for the future (including S105 consultation with secure tenants) - March 2021
4. Two design scenarios - May 2021
5. Emerging preferred design - July-August 2021
6. Preferred design and wider estate improvement programme - October-November 2021.

6.12. The engagement summary report at Appendix A fully sets out the details of our engagement with the community, the feedback received and how this shaped the final design.

6.13. Under Section 105 of the Housing Act 1985 the council has a legal obligation to consult its secure tenants on housing management matters including maintenance, development and demolition and changes to amenities. The engagement process included two such consultations:

March 2021 - Estate wide consultation for the new homes proposals

6.14. All residents on the estate, along with former residents from Tangmere and Northolt, were consulted on the proposals for the replacement homes, including the changes to streets, open spaces, and community facilities within the regeneration site boundary.

6.15. A printed consultation pack was sent to all households on the estate, including the former Tangmere and Northolt residents and a dedicated website was set up for the consultation. Residents had the option of returning the consultation by post or by filling out the form online.

6.16. Due to COVID-19 restrictions at the time, it was not possible to hold in person events or undertake door knocking. Instead, 3 online drop-in sessions were held, and 471 phone calls were made to residents.

6.17. In total 133 responses were received, by post and online. 27 of these respondents identified as being secure tenants.

6.18. The engagement covered

- The proposed principles of new streets and revised parking.
- Ground floor uses, including relocation of the medical centre.
- Open space proposals, including options for relocation of the memorial gardens.
- Number and location of new council homes, including different site layout options.

6.19. While the number of residents recorded as secure tenants is low, this is not reflective of the number who engaged with the consultation. Many of the responses were anonymous so it was not possible to ascertain tenancy. The responses from the secure tenants have been separated out and are presented in the Engagement Report in Appendix A. There is no significant difference between the responses received by confirmed secure tenants and all other responses in terms of the preferences expressed.

6.20. Full details of this Section 105 consultation can be found in the Engagement Summary report in Appendix A.

July and August 2021 – Stapleford North Demolition

6.21. A Section 105 consultation was undertaken with residents of the Stapleford North Wing block on the future of their block. The block contains 24 flats, 21 of which were consulted (17 secure tenancies and 4 leasehold). The remaining three were not eligible (one void and two with unauthorised occupants).

6.22. This block would face particularly significant disruption from the proposed works due to its proximity to Northolt and the connecting bridge between the main

Stapleford block over Willan Road. It was felt that these residents should be able to make an informed choice based on these considerations.

6.23. This consultation asked the households whether they would prefer:

- For their block to be demolished and to be moved for the duration of the works with a Right to Return to the new homes under the Broadwater Farm Rehousing and Payments Policy (BWFRPP); or
- Whether they preferred to remain in their block for the duration of the works and have it refurbished.

6.24. All 21 households responded, with 62% opting for the demolition and replacement of their block. Out of the 17 secure tenants, 65% opted for the demolition and replacement.

6.25. Based on the results on this consultation, Cabinet resolved in September 2021 to include the Stapleford North block in the preferred design scenario that residents will be voting on in the upcoming ballot, as described in this report.

6.26. Full details of this Section 105 consultation can be found in Appendix 3 of the September Cabinet report on the Stapleford North decision.

Urban Design Framework

6.27. The Urban Design Framework (UDF) was developed alongside the design of the new homes to ensure that the designs for the new homes are brought forward in a way that benefits the wider estate. The UDF acts as a guide for delivering improvements and investments in the estate and sets out a vision and framework for change. It establishes design principles that will enable the delivery of that vision. It will inform future decision making on the estate and allow future improvements to be brought forward as and when new funding streams become available.

6.28. The UDF has been developed following comprehensive engagement and consultation with residents and stakeholders. This includes Section 105 consultations, the Community Design Group, and rounds of engagement on the ground. This is an ongoing process as the design develops in detail. Further details of the consultation and engagement activities is explained in paragraphs 6.8 to 6.26.

6.29. Based on the feedback from this consultation work, a vision of the estate has been developed, which seeks to:

"Shaping the future of Broadwater Farm Estate together to be a safe, welcoming neighbourhood creating a lively place to be, ensuring high quality homes that support the wonderful sense of community and create opportunities for residents to play, work and socialise through improved open spaces and facilities."

6.30. This incorporates the following priorities that have been developed based on issues identified by residents:

- **Sustainability** - respond to residents' economic, social, and environmental needs
- **Good quality new homes** – safe, secure, affordable homes for families that are spacious, easy to maintain, adaptable and provide outdoor space.
- **Active ground floors** - retain existing facilities and introduce new ones in key locations
- **Safe & active streets** – with trees, wide pavements, lighting, and active ground floors
- **Minimise disruption maximise improvements –** during demolition, refurbishment and construction works
- **Improve open spaces -** inclusive, welcoming, and active spaces with links to the park
- **Respect for surrounding context –** ensure new buildings respect the character and scale of the existing estate and adjacent streets.

6.31. These priorities will be delivered through a range of key design principles that will be used to develop current and future projects:

- **Public Space Strategy** – Improving the character of the estate, creating a greener, safer, and healthier environment.
- **Ground Floors –** to bring activity to ground floors and reducing the dominance of undercroft car parking.
- **Movement and Active Transport –** Introduce new routes and change the character of the streets to create a pedestrian friendly environment
- **Townscape Principles** – Ensuring that the architectural design and massing of the new buildings have a positive relationship with the existing and respect the surrounding context.
- **Housing Principles** – Providing high quality, flexible homes that promote long lasting and mixed communities.

6.32. As well as informing the design of the new homes and future opportunity sites, the final UDF will incorporate a 'bank of projects' that can be delivered as part of the main project or as and when additional funding streams become available. This includes entrance improvements, public realm works and landscape interventions. Many will be integrated into the estate wide refurbishment programme as this is delivered across the estate from late 2022 / early 2023 onward.

6.33. The proposed interventions in the bank of projects, and the proposed refurbishment of the existing blocks, will be developed further in consultation with residents.

6.34. The draft UDF summary document is presented in Appendix B. The finalised document will form part of the supporting documentation submitted with the detailed planning application for the new homes due to be submitted in March 2022.

6.35. It should be noted that while the UDF guides the design of the new homes project, residents will not be asked to vote upon the principles of the UDF itself. However, as noted, residents will be fully involved with the selection and shaping of the projects delivered under it through a comprehensive engagement process.

Detailed Design Proposals

6.36. Throughout the earlier stages of the design, different scenarios were developed and tested through engagement with residents. Two of these were developed further; Scenario A - 'Strong Streets' and Scenario B - 'Open Courtyards.' Following further engagement, and testing of issues such as massing, location of tall buildings, scale of communal courtyards, etc. the strongest and most popular aspects of the two scenarios were brought together into one preferred scenario. This has now been developed further to detailed design and will be the design balloted upon and, if a successful, submitted for planning.

6.37. The key principles and benefits of the proposed design, based on the visions and principles set out in the UDF, are as follows. This section should be read in conjunction with the New Homes Design Summary Report presented in Appendix C:

High Quality Homes

- Delivery of circa **300 new council homes**, 100% of which will be for social rent (subject to former leaseholders opting to return). Of these, 178 will be replacement homes for those lost from Tangmere and Northolt.
- Between 30-35% of the new homes will be family sized homes with 3 or more bedrooms. This is a significant increase over the current estate where only 10% of homes are family sized.
- The designs for the new homes have been tested extensively through resident engagement and the latest designs reflect the feedback received and **all new homes will meet or exceed the latest Haringey and GLA design standards**. The following principles have been agreed and will be incorporated:
    - All homes will be dual aspect as a minimum
    - Storage provision in flats will be above minimum standards
    - All homes will have private outdoor amenity space
    - Kitchens and living spaces will be separate in larger homes
    - Homes will be built to the latest energy efficiency standards to keep consumption and costs as low as possible. This will include mechanical ventilation and heat recovery systems (MVHR).
- Most blocks will be between 5 to 6 storeys and no homes will be above the 8th floor, ensuring a positive relationship with the existing estate and surrounding streets.
- The appearance of homes has been developed to relate to the existing sense of place and architectural character of Broadwater whilst linking into the surrounding terraced streets.
-

Improved Green and Open Spaces

- A new public park will be created in the heart of the estate, replacing the existing memorial gardens to the south, and providing additional space for play, recreation and gathering.
- Increase in green and open space, play areas and equipment. There will be no net loss of public space.
- Two new civic squares will be integrated into Willan Road and on Adams Road and linked by the new diagonal route. All new squares will incorporate tree planting, seating, sustainable urban drainage (SuDS) and opportunities for play.

- The new blocks will be built around open, semi-public courtyards that allow through access but can be closed to offer security and privacy and mitigate noise and antisocial behaviour.

Welcoming Streets & Better Connectivity

- A clear street layout will be established, recognising Adams Road and Willan Road as the primary streets of the estate. Links between them will be enhanced, with a focus on pedestrian movement
- A new diagonal pedestrian only street through the estate running SW – NE linking Tangmere to the Moselle site, creating a strong safe, well-lit link through the estate.
- Introduction of two new streets with doors facing the street and clearly defined fronts and backs to buildings, to increase surveillance and safety
- Streets will be designed to be pedestrian friendly, with wider footways, better lighting, regular street trees and dedicated crossing points. Parallel on street parking will be provided.
- The existing bus service will be maintained, with a longer-term ambition of improving it by working with TfL to introduce two-way service running through the estate. The existing bus stop facilities will be improved.

Safe & Healthy Neighbourhood

- The ground floor strategy recognises that the estate suffers issues related to the lack of active ground floors and dominance of car parking, as well as lacking essential amenities. Introducing active ground floors, and bringing new facilities to the estate, is a key principle of the Urban Design Framework and a priority for residents.
- The new communal entrances will be light and welcoming with access from the main streets. The lobby spaces will be designed in accordance with the latest accessibility and security standards. Finishes to the walls and floors will be selected for longevity, robustness and ease of maintenance as well as being visually attractive.
- Opportunities for local residents and existing and future entrepreneurs through the provision of high-quality Enterprise space.
- The delivery of a new well-being hub, which will provide easy access to services residents need and will include the relocated GP service
- A new retail unit will be provided on Adams Road on the ground floor of the new Moselle block and is intended to be used as a mini supermarket. Resident engagement identified a new shop a key priority and commercial analysis has shown it to be a viable proposition.
- All new non-residential units will be designed to maximise street frontage, be clearly visible and accessible and be conveniently located. The units will be located on key routes or corners and used to activate the proposed public squares. The new retail space will be located on Adams Road, where there is more through foot traffic, and the wellbeing hub and enterprise units will be located on Willan Road, in the centre of the estate and easily accessible for all residents.

6.38. In addition to the design proposals set out above, the following strategies have been developed through engagement with residents and officers.

6.39. Energy Strategy

- In line with Haringey and GLA policy, the new homes will be heated using low carbon sources as far as is possible. This will be achieved by connecting the existing site wide district heating network and replacing the existing energy centre to generate heat from low carbon sources.
- The low carbon heat source will be generated off site or on site via either:
  - A connection to the Energy from Waste (EfW) plant in Enfield via a borough wide District Energy Network (DEN); or
  - On site generation using air source heat pumps (ASHP).
- The preferred option is to connect to the Energy from Waste District Energy Network, with the air source heat pumps option as a fallback if the DEN project does not go ahead as planned.

6.40. Parking Strategy

- It has been agreed that the parking strategy for the new development will cater for the current level of parking demand on site, while recognising that there is currently an oversupply of parking on the estate.
- An average of circa 0.74 spaces per dwelling will be accommodated, the final figure will be confirmed at planning and is determined by the final quantum and mix of new homes.
- It is recommended that a parking management plan should be implemented for the whole estate. Residents will be consulted on the plan in 2022, once planning permission for the new homes has been granted. This will help manage parking on the estate, which is currently partially uncontrolled and reduce demand by preventing people from outside the estate parking in the current car parks.

Relocation and Enhancement of Social Infrastructure

6.41. A key objective of the proposals for Broadwater Farm is to improve the quality of life of residents and break down the barriers to opportunities that residents on the estate face. Consequently, alongside the delivery of high-quality housing, consideration has been given to the existing social infrastructure on the estate to explore opportunities for providing enhanced support and services.

6.42. The design proposals offer an opportunity to re-provide and enhance two existing pieces of social infrastructure on the estate, the Enterprise Centre units, a community led enterprise providing low-cost workspace, and the Broadwater Farm medical centre, which provides a GP service, to provide better services and opportunities for residents and leave a lasting legacy for the community. The proposals to relocate the two facilities are set out in detail below.

Relocation of Enterprise Units on Willan Road

6.43. The Enterprise Units comprise of 19 individual commercial units, totalling 550m² net internal area (NIA), situated on Willan Road opposite the Tangmere block. These are leased to a community enterprise known as the Broadwater Farm Community Enterprise Works (BCEW). Under the terms of the lease, BCEW must let the units in a way that provides opportunities for training and enterprise to local people.

6.44. There have been issues with anti-social behaviour around the units, which resulted in a temporary closure order for some of them in 2019 and 2020. Currently the units are not fully occupied and struggle to attract tenants due to poor design.

6.45. Given their location at the centre of the two proposed development areas of Tangmere and Northolt, the decision was taken to demolish the enterprise units and re-provide them as part of the new development. This has several advantages, including:

- Providing better facilities for the enterprise units, thereby attracting more tenants
- Freeing up more space for development, allowing more efficient use of the limited space on the estate.
- Improving the streetscape of Willan Road.
- Allowing new routes and public spaces to be constructed.
- Providing the opportunity to tackle antisocial behaviour.

6.46. The Enterprise Units are also subject to a court order, issued in 2018, after BCEW took legal action against the Council. The Order requires the Council to re-provide temporary, and thereafter, permanent accommodation for the Enterprise Units as part of the estate improvements, of the same size and terms as the existing premises and grant a 10-year lease.

6.47. An agreement with BCEW on several issues has been reached, including the type and quantum of space to be provided and the locations of the new units. However, discussions are ongoing and may not be concluded until after the ballot, as such flexibility in the design proposals is key.

6.48. The Freehold for the Enterprise Units site sits within the General Fund and is managed by Corporate Property Services. It should be noted that a future appropriation from the General Fund to the Housing Revenue Account is planned prior to the redevelopment.

Relocation of Broadwater Farm Medical Centre

6.49. The existing medical centre is located on Willan Road, adjacent to the Tangmere block. The service is provided by the Lawrence House group of surgeries with the building leased to NHS Property Services Ltd on a ‘peppercorn’ rent basis. The current lease expires in 2056. The medical centre was provided for the benefit of Broadwater Farm following a campaign by residents in the 1990s and is valued by current residents.

6.50. However, the GP service only runs between 8am to 1pm Monday to Friday, meaning that the building is empty most of the time. Connected Communities have been operating from the site but can only operate during surgery hours. The area outside the building attracts antisocial behaviour and residents have expressed that they find this area particularly unsafe and unwelcoming.

6.51. The design proposals offer a unique opportunity to address the current level of occupation and the poor environment around the building by incorporating the current GP service which operates from the medical centre site into a new, easily

accessible ‘well-being hub’ located at the bottom of the new Tangmere block at the heart of the estate. This would allow the current building to be replaced with a new mixed-use block, which would make more efficient use of land and allow additional council homes to be constructed.

6.52. The new ‘wellbeing hub’ would re-provide the existing GP service as part of a broader range of services that align to the Council’s Localities Strategy, which aims to better integrate staff and services in the community they serve including healthcare, by co-locating services in ‘hubs’. The Localities vision is to ‘act alongside residents’ to enable early intervention and allow better integration across the different public sector service providers.

6.53. The medical centre on Broadwater Farm already shares space with Connected Communities, providing a strong foundation for developing this service as part of the proposals. The new facility will therefore be designed as a ‘Community Localities Hub’, with a focus on wellbeing and the aim of enhancing the relationship between the GP service and connected communities. The GP service will be replaced and will be complimented by introduction of other services linked to health and wellbeing. This could include parental support (e.g., community midwives) and advice on health matters such as diabetes, as well as supporting access to training and employment (including study space), financial support, cultural opportunities / community meeting spaces and quiet spaces, that are indirectly related to healthier communities. There will also be desk spaces for use by council officers when required, including housing services.

6.54. The proposed designs for the new hub have been developed in consultation with the GP surgery, the CCG, and the Connected Communities team, and includes input from residents via the Community Design Group and feedback through the engagement events. The new facility will provide the same level of GP Service currently in a more efficient building layout.

6.55. The existing property is leased to NHS Property Services (NHSPS) until 2056. The Council is in discussions with the NHS regarding the surrender of their lease and with the CCG regarding the new space and lease arrangements. It is anticipated that the new high quality, more efficient building will deliver a better outcome for all.

6.56. The current medical centre was transferred from the Housing Revenue Account (HRA) to the General Fund in 2020. It is proposed that the building is appropriated back into the HRA prior to the redevelopment and subject to Cabinet approval. It should be noted that income from the general fund will be required to support non HRA activities and services.

Additional Land Assembly – Former Moselle School Site

6.57. The former Moselle School was closed in September 2011 and has long been earmarked for new housing. In 2017 an application was made to the Department for Education for consent to appropriate the site from education to housing and this was approved in November 2019. The site will be in phase one of the new homes programme, so the former school buildings have now been demolished to enable the development to progress next year.

6.58. When the Willow and Brook Schools were built, part of the Moselle School site that fronts onto Adams Road was used as a car park for the new schools. The Council only has consent to appropriate the remainder of the Moselle School site, not the car park, so the current site that can be developed has no access from Adams Road and is separated from the rest of the estate.

6.59. The site will be a key gateway to the estate and offers an opportunity to bring much needed amenities, such as a shop, to the estate. The current site is unfortunately poorly suited to development due to it being separated from Adams Road by the school car park. It is therefore proposed to reconfigure the boundary and create a corner plot that is better suited to development.

6.60. To enable this reconfiguration, a 'land swap' has been agreed with the adjacent schools. The car park will be developed for housing and some land will be returned to the adjacent schools. In this scenario:

- The area of land will remain exactly the same - only the shape of the plot will change.
- The car park will be re-provided - the school will lose no parking.
- An improved and enlarged play area will be provided for the school.
- A much wider pavement, including planting and street trees, can be provided. This provides a more pleasant and safer public realm.
- Any new buildings can be located further away from the school buildings and playground, reducing impacts such as over shadowing and overlooking.

6.61. Drawings showing the proposed reconfiguration are presented in Appendix D. Drawing 9070 shows the principles of the land swap and drawing 9060 shows how land uses will be allocated in the future, demonstrating the increase in land available for soft play.

6.62. Officers and KCA have been working closely with the school Heads and Governors to develop the proposals, including multiple workshops and presentations. The school have offered their support for the proposals and a letter, signed by the Heads and Chair of Governors, was sent to the Council in July 2021.

6.63. This boundary change will require an updated consent from the Department for Education (DfE) and since March officers have been in discussions with them to agree a way forward. Discussions are ongoing and advice from the Council's legal team has also been sought. There are two options for obtaining consent:

- A variation to the existing consent obtained in 2019. This would be the fastest approval route.
- A new application for consent, for the area outside of the original consent.

6.64. Officers are currently awaiting a final confirmation from the DfE on the most likely consent route.

6.65. If a new application is required, Cabinet approval for the appropriation, subject to DfE consent, may be required ahead of the consent being obtained. Otherwise, a decision to appropriate will be made after planning permission has been obtained.

Landlord Offer

6.66. The Landlord Offer document will set out the Council's broad vision for the scheme. The GLA's Affordable Housing Capital Funding Guide sets out the detail as to what the Landlord Offer should contain, including the following as a minimum:

- The broad vision, priorities, and objectives for the estate regeneration
- Design principles
- The estimated number of new homes
- Future tenure mix
- Proposed associated social infrastructure
- Details of the full right to return for social tenants
- Details of the offer for leaseholders
- Commitments relating to ongoing open and transparent consultation and engagement
- Maps showing the boundary of the existing estate and the boundary proposed project (if different)
- The question that will be put to eligible residents in the ballot
- The timing of the ballot
- The different ways in which eligible residents may cast their vote in the ballot
- Details of when the results of the ballot will be announced
- Details of how the ballot will be undertaken by an Independent Body, and
- Contact details for further advice and guidance on any issues related to the strategic estate regeneration project and/or the ballot.

6.67. A summary of the commitments to residents, which will form part of the Landlord Offer, is set out in the following paragraphs:

Commitments

6.68. The Landlord Offer forms the basis of the council's commitments to residents, setting out the proposals to be balloted and highlighting the engagement that has taken place and will take place in the future.

6.69. The Broadwater Farm ballot is unique in that it is asking residents to vote on a scheme that, for the majority, does not directly impact their home. Only two blocks (plus one wing) on the estate will be demolished and rebuilt. Most households will not be rehoused, those in blocks scheduled for demolition have mostly been rehoused, and new council homes will be prioritised for those returning from demolished blocks and those who meet the eligibility criteria set out in the Neighbourhood Moves Scheme.

6.70. The Landlord Offer sets out the following commitments to residents:

- We will be building 198 replacement council homes and up to 100 new council homes.
- Approximately 30% of these replacement and new council homes will be family homes (3+ beds). This will help tackle over-crowding on the estate.
- All secure tenants and resident leaseholders that have moved or will move off the estate (Tangmere, Northolt and Stapleford North residents) have a guaranteed Right to Return under the BWF Rehousing and Payments Policy.

- All residents of Broadwater Farm will be given priority for the new council homes under the Neighbourhood Moves Scheme. This policy ensures that those most effected by regeneration will get priority for the new council homes. This ensures:
    - Those returning to the estate (former Northolt, Tangmere and Stapleford North residents) will get priority for the new homes.
    - Residents who live on Broadwater Farm and are currently under-occupying their home will get second priority.
    - Residents who live on Broadwater Farm and are currently over-crowded will get third priority to move to a new home that is more suitable for their needs.
    - Final priority for new homes will be given to all existing Broadwater Farm residents that are on the Housing Register.
- Delivery of the new homes, amenities, public open spaces, and streets as set out in the paragraph 6.37 above and the Design Summary Report (Appendix C).
- Jobs and training opportunities for local people through the construction contract(s).
- The proposed timeline and phasing of the build works will be set out. These are subject to change ahead of the ballot. As of November 2021, the timeline is:
    - Tangmere demolition starts – January / February 2022
    - Resident Ballot – February 2022
    - Ballot result – early March 2022
    - Planning application submitted for new homes – March 2022
    - Construction begins on the Tangmere and Moselle sites – November 2022
    - Demolition of the Northolt block, Stapleford North, enterprise units and medical centre – TBC but likely some elements from early 2023.
    - Project completion - 2026
- What happens in the event of a ‘no’ vote. This will include a commitment to continue engaging with the community and working to understand what residents would like to see different in any future proposals. there would not be immediate changes for residents on the Broadwater Farm Estate. The Council would ensure that residents are able to stay in their current properties whilst a process is undertaken to work with them to understand why they voted ‘no’ and to develop a revised proposal for the future of the estate. Residents would continue to have support and advice from the Rehousing and Engagement Team throughout this period.
- A section summarising the engagement and consultation to date and commitments to ongoing engagement and consultation. This section would include information of how to get involved, who to contact with any questions, and details of the Independent Tenant and Leaseholder Advisors appointed to support residents through the process.
- The final section will highlight the dates that the vote is taking place, who is eligible vote and how to register, how to vote and how to find out more or ask any questions.

6.71. As set out in the recommendations, the final ballot material will be approved by the Director of Housing, Regeneration and Planning after consultation with the Cabinet Member for House Building, Placemaking and Development.

Ballot process and timing

6.72. It is proposed that the ballot takes place in early 2022, ahead of the pre-election period. As set out in the recommendations, the final ballot programme will be approved by the Director of Housing, Regeneration and Planning in consultation with the Cabinet Member for House Building, Placemaking and Development. An indicative timetable is set out in paragraph 0 of this report. The programme will meet the requirements set out in the GLA's Affordable Housing Capital Funding Guide, including that the ballot runs for a minimum of three weeks, and that it takes place within six months of Landlord Offer being published.

Voter eligibility

6.73. There are circa 1624 eligible voters within the proposed ballot area. The following groups of residents living in the area will be eligible to vote in the ballot:

- Social tenants. This includes those with secure, assured, flexible or introductory tenancies named as a tenant on a tenancy agreement dated at least 12 months before the date the Landlord Offer is published. There are currently 1458 social tenants eligible to vote, across 845 households.
- Non-secure tenants in temporary accommodation, who have been on the Council's housing register for at least one year prior to the date the Landlord Offer is published. There are currently eight non-secure tenants in temporary accommodation eligible to vote, across eight households.
- Resident leaseholders. Those who have been living in their properties as their only or principal home for at least one year prior to the Landlord Offer being published and are named on the lease title for their property. There are currently 152 resident leaseholders eligible to vote, in 86 properties.

6.74. For the purposes of the ballot if a tenancy or lease title is in more than one name, all will be eligible to vote. Civica will issue a registration letter to residents to find and include any eligible voters who did not appear in the Council's in-house records. The indicative numbers set out above are therefore subject to change.

Indicative timetable

Voter registration begins	Fri 10 Dec
Landlord Offer finalised and signed off	Mon 10 Jan
Final resident engagement period begins	w/c 10 Jan
Registration Closes (late registrations still accepted)	Fri 14 Jan
Landlord Offer Published and sent to all households	Mon 17 Jan
Ballot Paper Despatch	Tues 1 Feb
Close of Ballot	Thurs 24 Feb
Issue of Result & GLA Certificate by 5pm	Fri 25 Feb
Results Letter Posted	Wed 3 March

Ballot question and methods

6.75. CES advise that the question on the ballot paper is preceded by an introductory pre-amble, followed by a non-leading question with a clear and unambiguous meaning. It is proposed that the ballot question is framed in a format as set out below:

The Council has asked Civica Election Services to conduct this ballot. You should have received a Landlord Offer document recently which provides details of the proposal for the regeneration of the Broadwater Farm estate.

It is this proposal you are being asked to vote on below.

- **'Do you agree with the design proposal(s) for new Council homes on the Broadwater Farm estate?'**

YES / NO

6.76. CES provide multiple options for those eligible to vote; either by phone, post or online.

Rent Strategy

6.77. All of the circa 300 new and replacement homes to be built on Broadwater Farm will be council homes at council rents.

6.78. Current council rents across the borough are a patchwork of historic rents which are dependent on the policy in place when each tenancy started, with a significantly lower rent-setting policy applying in Haringey prior to 2003/04 and changes introduced by the Government to the way rents are set over the years.

6.79. The council sets rents on new council tenancies in line with government rent setting guidance, and this is the rent that would apply to tenants allocated new secure tenancies on the estate.

6.80. Whilst these new homes will be let at council rents, it is likely that they will be higher than the average rent currently paid by residents on the estate. This is due to two factors. Firstly, some rents will have been set under previous rent regimes, which may have set rents at a lower level, coupled with a Government-led rent reduction regime in recent years. Secondly, the council rent setting formula takes into account the value of the home, which for newly built homes will be higher than older homes.

6.81. The rent charged for new homes on Broadwater Farm will depend on the value of the homes and the bedroom size of the property, in accordance with the criteria laid out in the formula.

6.82. Service charges on the new homes will be calculated based on the services that are provided, with the aim to ensure that costs are minimised by designing buildings that are easier and more affordable to maintain. The exact level of service charges will be determined at a later date. We will be working closely with residents to understand the type and level of services that tenants, and leaseholders, want and need and ensure that these are affordable.

6.83. The council proposes that former residents from Tangmere, Northolt and Stapleford North, who choose to return to a new home on the estate, are charged no more than 10% over the average council rent for an equivalent size home on the estate at the time of their move. This will allow residents to return on similar terms to their previous tenancy, as per the commitment made to them. The

increase in rent reflects that those residents will be moving to brand new, higher quality homes with lower energy costs.

6.84. Officers have been reviewing the approach to rent-setting across London for regeneration schemes and believe that the approach proposed for Broadwater Farm is comparable.

6.85. All other new homes on the estate will have rents set at formula rent, as would be the case for any other secure tenancy granted in the borough.

Socio Economic Programmes

6.86. Alongside the physical improvements, the Council has been delivering an ambitious socio-economic programme for the Broadwater Farm estate, to maximise the benefits of the proposed regeneration scheme.

6.87. Funding has been made available from these schemes through the Estate Regeneration Fund (ERF). The future contract for the main works will also require the contractor to provide social value funding, including employment for the local community.

6.88. Officers have also been undertaking labour and skills forecasting for the new homes and other capital works. This will inform training and skills strategies and will help the local community to upskill and find employment as part of the future construction and refurbishment works.

6.89. Some of the ongoing projects on the estate are summarised below:

- **Employment Navigator** – Working directly with the community to support people in finding employment. The navigator is based in the community and attaches themselves to existing and familiar services like the Children's Centre and Medical Centre to engage residents. To date, 135 residents have engaged with an employment support advisor, 123 have received upskilling and training and 78 have found employment.
- **The Wheely Tots (Your Bike Project)** – This programme runs every Saturday, it aims to increase the confidence of participants through building and riding bikes, thereby improving mental and physical health and providing core skills.
- **The Wheely Tots (Foodbank)** - The programme has significantly evolved and has been delivering a foodbank on the estate to respond to concerns about food poverty which reaches, on average, 60 households a week. They are signed up to the Kickstart programme and have provided local employment to Broadwater Farm residents. In the last quarter, 527 food parcels have been provided.
- **These Girls Do** – This is a programme for young women and girls and aims to provide a safe space to develop skills, improve self-confidence and enhance mental and physical wellbeing. A total of 19 activities are available, from football to entrepreneurship.
- **The Lost Blocks Collective** – This is a group of active young people on Broadwater Farm who have been developing their skills through engaging with the design proposals for Broadwater Farm Estate. The project engages with residents, community representatives, leaders, schools, and businesses to allow

them to share their positive thoughts about Broadwater farm and tell their stories. This is delivered through a podcast, exhibitions, and competitions.

- **Community Leadership Programme** – This project was developed with HALS, Round Table Global and the Council's socio-economic team and aims to work with individuals to help them become future community leaders. Over this summer the scheme has engaged with 18 residents from across Tottenham, five of whom have gone on to develop community projects.
-

6.90. Further funding has been agreed for additional projects next year, including a community kitchen and holistic hub and a sports development programme.

Delivery

6.91. The delivery strategy for the new homes is driven by the following:

- The need to deliver replacement social rented homes and in addition, as many additional council homes as possible.
- The need to retain the land and buildings in council ownership
- The need to meet GLA funding deadlines of a contract start by September 2022 for the replacement homes and March 2023 for the additional homes.

6.92. Following consultation with Procurement and Finance officers and soft market testing it was decided that direct delivery by the council was the only viable option. The project is too small for delivery via a partner, and private sales and rent were deemed to be unviable in this location.

6.93. Once direct delivery had been agreed, additional soft market testing was undertaken by officers, and supported by an Employer's Agent, to establish the appetite from contractors for a single stage or two stage Design and Build contract.

6.94. Given the complicated nature of the scheme, the relatively short procurement programme, and the need for early contractor engagement, it was concluded that a two-stage tender process would best suit the project and provide the best value and lowest risk to the council. This will also allow the procurement process to commence ahead of the ballot and subsequent planning application.

6.95. The procurement process is now underway, the first stage commenced in November and the second stage will commence in March 2022 with the decision to approve a Pre-Construction Service Agreement (PCSA) being brought to Cabinet in March. This will also allow some of the enabling work packages to be brought forward ahead of the main contract.

6.96. The main works contract is expected to be signed in October 2022

Scheme Costs and Funding

6.97. The Council has been working with the Employer's Agent, who have been employed to help manage the scheme, the scheme's cost consultants and the design team to review the costs to ensure the scheme delivers best value for the Council.

6.98. Costs have been reviewed at each RIBA stage and the design team has worked to reduce costs as far as is practicable while maintaining quality and having regard to long term maintenance costs for the council.

6.99. While the main source of funding for the scheme will be the Housing Revenue Account (HRA) a contribution is being sought from the following external sources:

- The GLA Building Council Homes for Londoners, for the replacement homes, awaiting confirmation from the GLA.
- The GLA Affordable Homes Programme 2021-2026, for the additional new homes. Funding has been approved, but the final amount is to be agreed.
- DLUHC Brownfield Land Release Fund, £1 Million was award in October 2021 and will help fund the leaseholder acquisitions.

6.100. Discussions with the GLA are ongoing and a positive outcome is expected.

7. Contribution to strategic outcomes

7.1. The Broadwater Farm programme will contribute to the delivery of the following four priorities set out in the Council's Borough Plan (2019-2023):

- **Priority 1 – Housing** ("A safe, stable and affordable home for everyone, whatever their circumstances"): the Council wants all its residents to have a safe, stable, and genuinely affordable home, and as such is committed to delivering new Council homes, bringing up the standard of private rented housing, and preventing homelessness. The Council has a strong focus on significantly extending housing options for its residents, including direct delivery of homes and initiatives. The Broadwater Farm new homes will deliver approximately 100 additional council homes and will increase the number of family sized units available, allowing those in overcrowded accommodation to move house.
- **Priority 2 – People** ("Strong families, strong networks and strong communities nurture all residents to live well and achieve their potential"): As a Borough we are seeking to build the capacity of its communities and focus on a strengths-based approach, which doesn't focus solely on needs and deficits but on assets and qualities at individual, family, and community level. This work is initially focusing on North Tottenham. Early intervention and prevention are at the heart of this, with services being pulled together around the individual linking in with work to integrate health and social care, including through the delivery of Health and Wellbeing Hubs.
- **Priority 3 – 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"): The Community Safety Strategy 2019-23 sets out how the Council will deliver on its firm commitments to enhanced safety, including support for vulnerable young people from violence, abuse and exploitation in the Young People at Risk Strategy and through programmes such as Haringey Gold. This is complemented by a focus on promoting physical activity which will be delivered through a 'whole system approach', which is proactive in promoting facilities, improved parks and open spaces, active and safe travel between areas, and direct interventions into schools and communities to promote sports and other activities. Broadwater Farm will strengthen existing public spaces and deliver new ones and include investment into projects which and enable healthy and safe lives for local people.

- **Priority 4 - Economy** ("A growing economy which provides opportunities for all our residents and supports our businesses to thrive"): Realisation of opportunities for good local business growth and skill and employment growth, in line with the current "community wealth building" approach. The Council approved this approach in October 2019 aimed at supporting the financial and social resilience of the borough's communities. A new Good Economy Recovery Plan provides a focus on a good economy – good jobs, fairness, health and well-being and environmental sustainability. Broadwater Farm will include significant investment into employment, education, and training opportunities for local people, to connect residents to sustainable and long-term jobs.

8. Statutory Officers comments

Finance

8.1. The report primarily seeks approval of ballot on the key principles of the Urban Design Framework and the preferred design for the new homes on Broad Water Farm

8.2. The preferred development will deliver around 300 new council homes. Of these, 198 will be replacement homes for those lost from Tangmere, Northolt and Stapleford North blocks; and circa 100 will be additional new homes.

8.3. The total cost of delivering the preferred development as highlighted in the appendix is being finalised and will be captured in the HRA financial plan to be approved by Cabinet in February 2022.

8.4. This cost would be met within the HRA financial plan and any actual would be subject to later reports.

8.5. The financial implication of the inclusion of Enterprise Centre, Broadwater Farm Medical Centre, and the former Moselle School sites within the design proposals, has been factored into the overall scheme financial plan.

8.6. Once approved, a report requesting approval to appropriate these sites into the Housing Revenue Account will be brought to cabinet.

Strategic Procurement (SP)

8.7. There are no immediate procurement implications within the paper. Strategic Procurement note the content and will support the subsequent procurements required to deliver the overall objective of the authority.

Legal

8.8. The report primarily seeks approval of ballot on the key principles of the Urban Design Framework and the preferred design for the new homes on Broad Water Farm

8.9. The preferred development will deliver around 300 new council homes. Of these, 198 will be replacement homes for those lost from Tangmere, Northolt and Stapleford North blocks; and circa 100 will be additional new homes.

8.10. The total cost of delivering the preferred development as highlighted in the appendix is being finalised and will be captured in the HRA financial plan to be approved by Cabinet in February 2022.

8.11. This development will attract GLA funding; Final sum is yet to be agreed. The remaining amount required will be funded from the HRA new build budget through borrowing.

8.12. The financial implication of the inclusion of Enterprise Centre, Broadwater Farm Medical Centre, and the former Moselle School sites within the design proposals, has been factored into the overall scheme financial plan.

8.13. Once approved, a report requesting approval to appropriate these sites into the Housing Revenue Account will be brought to cabinet.

Equality

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

8.15. Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act

8.16. Advance equality of opportunity between people who share those protected characteristics and people who do not

8.17. Foster good relations between people who share those characteristics and people who do not.

8.18. 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.

8.19. This report seeks approval of the key principles of the preferred design and ground floor strategy and the key commitments to residents in the Landlord Offer. It also seeks approval to proceed to a resident ballot on the Broadwater Farm Estate.

8.20. A full Equalities Impact Assessment has been carried out and is included at Appendix E. Overall, it is anticipated that this decision will deliver a positive equalities impact by improving the quality of housing for residents on the estate. There is an overrepresentation of residents with some protected characteristics, including older residents and BAME residents. Where potential negative impacts have been identified, the EqIA explains the measures the council will take to mitigate them

9. Use of appendices

9.1. The following documents are appended:

- Appendix A – Engagement Summary Report
- Appendix B – Draft Urban Design Framework (UDF)

- Appendix C – New Homes Design Summary Document
- Appendix D – Proposed Land Swap with BILC
- Appendix E – Equalities Impact Assessment (EqIA)

10. Local Government (Access to Information) Act 1985

10.1. The background papers relating to this report are:

Cabinet Meeting June 2018 - Approve consultation on demolition: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=62998&PlanId=0&Opt=3#AI58198

Cabinet Meeting November 2018 - Approval of Demolition: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=63663&PlanId=0&Opt=3#AI58796

Cabinet Meeting October 2019 – Appointment of Design Consultants: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=68347&PlanId=0&Opt=3#AI63085

Cabinet Meeting July 2020 - Acquisition Strategy: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=70641&PlanId=0&Opt=3#AI65204

Cabinet Meeting Oct 2020 - CPO: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=71378&PlanId=0&Opt=3#AI65938

Cabinet Meeting July 2021 - Stapleford Consultation: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=76048&PlanId=0&Opt=3#AI69147

Cabinet Meeting September 2021 - Stapleford Demolition: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=76699&PlanId=0&Opt=3#AI69733

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Broadwater Farm

Consultation and Engagement Feedback Report



November 2021

Version 2.0

Haringey LONDON

1. Introduction

Since the appointment of Karakusevic Carson Architects in late 2019 to develop design proposals for the new homes and wider improvements, the aim has been to put the Broadwater Farm Estate community at the heart of the design process. To this end several rounds of engagement has taken place over a 16-month period.

This engagement has elicited the views of hundreds of Broadwater Farm residents and stakeholders, seeking their input at each stage of the development of designs. These engagements have taken the form of booklets and questionnaires sent to every household, phone-calling, door-knocking, exhibitions displaying designs and an online platform showing designs and seeking feedback.

Alongside this engagement, monthly meetings have taken place with the Resident's Association to keep them informed of the progress and a specially created 'Community Design Group' – consisting of residents and stakeholders – was formed to scrutinise and input into specific design elements each step of the way. In addition, special creative engagement sessions have taken place with primary school children from the estate and an event was held for young women to identify what open spaces were important to them.

The council and KCA also facilitated the creation of a youth group on the estate, with delivery support by youth engagement experts Beyond the Box. This group consists of eight young residents who live on or near the estate and has been created to build capacity and focus on a series of creative multi-media projects such a podcasts and exhibitions. The group hope to change the narrative about Broadwater Farm, showcasing the talent and passion of residents. They also have gained skills and formal training including multi-media skills and how to work as freelance creatives.

This report sets out the objectives and principles that were used to guide our engagement and consultation; the key methods we used to engage with residents and stakeholders; and the various phases of engagement undertaken, and the feedback received.

2. Consultation and engagement approach

The consultation and engagement on Broadwater Farm has taken place in line with the Consultation and Engagement strategy, which set the following objectives and principles:

- To inform residents of the work streams undertaken currently and in the future.
- To involve residents in the design process for replacing Tangmere and Northolt.
- To engage residents on the production of an Urban Design Framework which will set out a vision and design principles for Broadwater Farm.
- To empower residents to lead on the extent and types of neighbourhood improvements.
- To empower residents to have a say in strategic decision-making regarding the future of the estate through a ballot.



The engagement has taken place across several stages, to bring the community along the journey as designs are improved and refined to respond to the priorities and needs identified by residents.

Using a variety of engagement methods and adapting to the restrictions placed on people from covid-19, we have been able to engage with hundreds of people since 2019.

Timeline of engagement

1. Identifying methods of engagement and resident priorities- August-September 2020.
2. Current homes and neighbourhood- October 2020.
3. Section 105 consultation– presenting initial designs for the future- March 2021.
4. Two design options- May 2021
5. Emerging preferred design- July-August 2021
6. Preferred design and wider estate improvement programme- October-November 2021.

At each stage of the engagement, KCA and council officers have produced reports collecting all of the feedback received and, where possible, demonstrated how previous feedback has influenced the proposals for new homes and estate improvements.

3. Stakeholders and Engagement Methods

Stakeholders

The Consultation and Engagement Strategy identified the key stakeholders and groups who would be engaged and set out the various methods of engaging stakeholders. The key external stakeholders are listed below:

- Broadwater Farm Existing Tenants & Leaseholders
- Former residents of Tangmere and Northolt blocks
- The Broadwater Farm Resident's Association
- Community Design Group made up of residents and stakeholders
- Broadwaters Inclusive Learning Campus
- Broadwater United FC – run by Clasford Stirling MBE
- Enterprise Units and Broadwater Community Enterprise Workshops Ltd
- BWF Health Centre
- Church on the Farm
- Lost Blocks Collective – Youth group
- Wheely Tots – Local charity and food bank
- Friends of Lordship Rec
- The Metropolitan Police
- Residents living near to the estate

Alongside these external stakeholders, internal and statutory stakeholders were identified and engaged in the proposals, key stakeholders included:

- Members (including Lead and Ward Members)
- Homes for Haringey (including Repairs service, Rehousing teams Cleaning and estate management team(s) and Concierge staff
- London Borough of Haringey (including Community Gold and Safer Estates teams and Housing and Planning)
- The Metropolitan Police

- The Clinical Commissioning Group and NHS
- Greater London Authority
- The Environmental Agency

An analysis of the stakeholders was undertaken, including looking at the demographics of the residents on the estate to ensure that the engagement methods and techniques would maximise engagement in the proposals. This helped identify, for example that a number of residents were Turkish speaking.

Engagement Methods

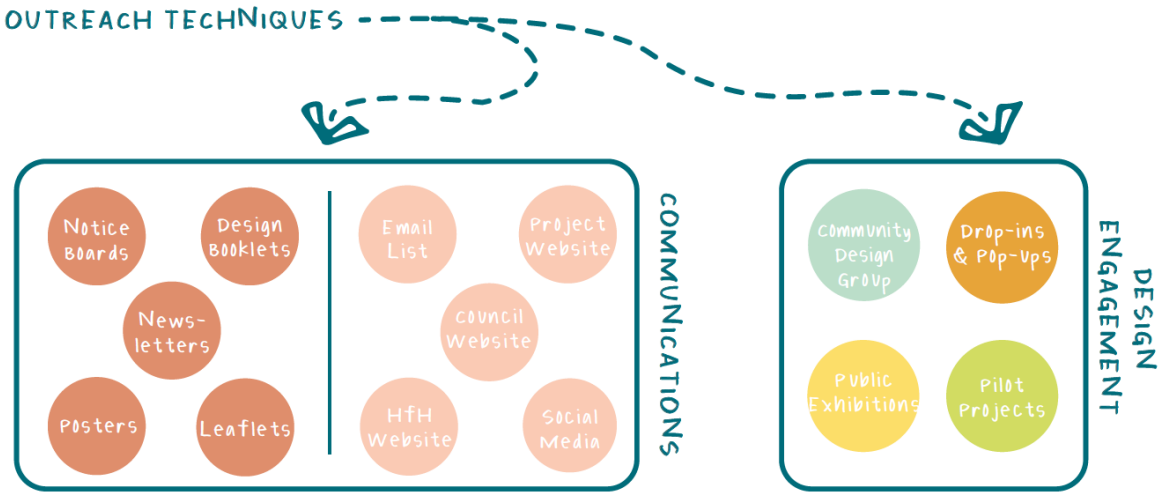
The stakeholder analysis informed the various engagement methods and techniques that were utilised to maximise engagement through the design process. The keys methods of engagement included:

Communication Channel	Method/Purpose
Dedicated officer support	Dedicated officers were regularly accessible to residents so that residents had a point of contact to discuss any element of the BWF design proposals.
Door Knocking & Home Visits	To maximise engagement and understanding of Council's proposals, officers have been door knocking and attending home visits during key engagement periods, when COVID 19 social distancing rules permitted. This has allowed officers to engage with hard-to-reach groups such as older, disabled, vulnerable and those with care needs. A Turkish interpreter was presents at several of the door knocking sessions.
Engagement with Young People	Focused sessions have been run with young people particularly girls, around safety and use of space, school children design workshops and a series of pod casts on local area improvements and engagement with the Lost Block Collective, youth group from BWF estate. • The Lost Blocks Collective have also been invited to present at engagement and events and were specifically consulted on the Section 105 consultation that took place in February-March 2021. • Two sessions were also arranged with KCA specifically targeted at young women on the estate called 'Making Space for Girls' and were carried out in the form of workshops. Across the two events, 25 people attended including 15 girls and 10 parents. This engagement looked at how public spaces could be made more welcoming to young women on the estate.

Council & Commonplace websites	Dedicated council website pages have been used throughout the engagement period to enable resident to feedback and contact the project team. This has detailed information about the proposals, designs, and has been used to promote activities and direct people to provide feedback using feedback forms. Dedicated web pages have been provided for s105 consultation with consultation questions, FAQs, how to respond to the consultation and provide feedback. Online drop in events were held to encourage those residents who were unable to provide feedback in person at design pop ups. The two websites can be found here: https://broadwaterfarmestate.commonplace.is/ https://tottenham.london/explore/broadwater-farm
Newsletters	Regular BWF newsletters have been distributed to ensure that the local community is updated with emerging BWF proposals, estate management and improvements, and information on key contacts for council services. The newsletters have been distributed to all 780 properties within BWF and neighbouring properties including The Avenue, Moira Close and Gloucester Road.
Engagement Booklets	Three set of BWF dedicated engagement booklets have been produced for spring, summer, and autumn, detailing the design proposals, floor plans, project timelines, engagement activities and how residents can provide feedback. These have been distributed to each household on BWF. The booklets were also translated in Turkish.
Advertising materials	All engagement materials and events have been published in the number of different ways: • Flyers produced and distributed to each BWF household and neighbouring properties • Letters were sent to each property accompanying engagement pack with information • Key stakeholders were informed via the community design group, BWF network, enterprise units • Publicised and promoted with BWF RA • Social media posts

	• Schools text service to promote engagement activities
Engagement, Consultation and Feedback Forms	A number of key documents were produced throughout the engagement period to explain each design proposal and how the feedback from local residents have shaped the latest proposals. Feedback forms and questionnaire have been used to capture direct comments on home designs, room layouts, building heights, outside space and storage. Engagement postcards and emails were sent to all properties to encourage participation with the engagement and consultation process and to return completed feedback surveys.
Pop Ups	Officers held a series of nine engagement pop ups across the estate during spring, summer and autumn including two resident engagement days with activities for children to encourage participation and engagement with the project. These were held at different locations on the estate and at varying times including school runs, during the day, early evening, and weekends. Over 250 residents have attended the design pop up events across this period. Turkish speaking interpreters were available at each design up event to explain to Turkish speaking residents about the proposals and how they can get involved and provide feedback. Officers were joined by their colleagues in Haringey Repairs Service who were able to assist residents in reporting repairs and ensure quick resolution.
Information available at Concierge	Key information such as engagement booklet, surveys and feedback forms, flyers, posters and translated booklets were made available at each concierge for block residents to access information about the regeneration proposals.
Targeted Engagement	Former residents of Tangmere and Northolt blocks have also been engaged to ensure they have update engagement and consultation materials about the proposals.
Workshops and Groups	The Resident's Association and Community Design Group met with the design team on a monthly basis. The agenda for these meetings were pre-determined and the materials are sent ahead of time for attendees to consider and provide feedback. These groups were presented with material ahead of the wider community so that their input and feedback could be incorporated in the consultation material.

Translation & Interpretation	The council has ensured that engagement documents were available in other languages. Specifically for BWF, Turkish translated engagement booklets were produced and available from concierge.
Study Tour of new homes in Hackney	The Resident's Association, other stakeholders and residents were also brought on a study tour to the Kings Crescent Estate in Hackney. The regeneration of this estate was designed by KCA and presented an opportunity to give residents an understanding of the potential layout and quality of the new homes. In total, seven residents attended this tour, and the feedback received was very positive.



Engagement with key stakeholders

The engagement undertaken with the key stakeholder groups is described below:

Resident Association engagement and Community Design Group

The Resident's Association and Community Design Group met with the design team on a monthly basis. The agenda for these meetings is pre-determined and the materials are sent ahead of time for attendees to consider. Topics covered include (but are not limited to):

- Sustainability.
- Layout of new homes.
- Safe & healthy neighbourhood.
- Streets, parking, and public spaces.
- Ground floor uses.
- Building heights, site usage, mix and number of homes.
- Design scenarios.

In addition to these meetings, these stakeholders were kept up to date with responses to specific queries received via email and written responses to consultation questions or other enquiries.

At each stage of engagement, a written response was received from the Broadwater Farm Residents Association setting out their concerns and ideas. Officers provided the RA with a detailed response to each letter, and the issues were discussed in detail at later meetings, including presentations from the design team and officers.

The Lost Blocks Collective

Through the engagement process a youth engagement project helped form 'The Lost Blocks Collective' who are a group of active young people on Broadwater Farm who have been developing their skills through engaging with the design proposals for Broadwater Farm Estate.

The project engages residents, community representatives, leaders, schools, and businesses to create a podcast and exhibition that shares the positive thoughts of Broadwater farm and its contribution to the growth of the people who live and work there.

They have been supported by a youth engagement expert, Beyond the Box, and have been seeking to maximise engagement through creative multi-media projects such a podcasts and exhibitions. The Lost Blocks Collective have also been invited to present at engagement and events (detailed later in this report) and were specifically consulted on the Section 105 consultation that took place in February-March 2021.

More information can be found on the following website and the Lost Blocks Collective Instagram page:

https://www.beyondtheboxconsultants.com/opportunities/2021/10/14/broadwater-farm-estate-lost-block-collectives-podcast

https://www.instagram.com/lostblockscollective/

Making Space for Girls

In addition to the Youth Group, two sessions were arranged with KCA specifically targeted at young women on the estate called 'Making Space for Girls' and were carried out in the form of workshops. Across the two events, 25 people attended including 15 girls and 10 parents. This engagement looked at how public spaces could be made more welcoming to young women on the estate.

Broadwaters Inclusive Learning Community

The schools (Broadwaters Inclusive Learning Campus) have been heavily involved in the engagement process as they are a key stakeholder who are directly affected by the works on the adjacent Moselle School site, as well as having a unique understanding of the Broadwater Farm community. At least six workshops were held with the school, including the heads and the school governors, to develop the

proposals for the adjacent Moselle School site and agree a land swap to enable this development to take place. There have also been regular meetings and constant engagement with the school regarding the demolition of the former school buildings, this project is now complete and excellent feedback has been received. As part of the demolition project the children were able to get involved by providing drawings that will be used to decorate the site hoardings. Further to this, Beyond the Box, and engagement sub-consultant, held a digital co-design session with the pupils allowing them to get creative with their ideas for the estate and introducing them to the work of architects more generally.

Broadwaters Community Enterprise Workshops

Regular dedicated discussions have been held with the Board of Directors for the Enterprise Units known as the Broadwater Community Enterprise Works (1992 to develop proposals to deliver new purpose-built modern enterprise units across the estate. The focus of dedicated discussions with the Head Leaseholder have been:

- To consider and input in the development of the Ground Floor Strategy, including thinking about footfall and commercial demand to ensure the long-term sustainability of the units.
- To consider neighbourhood community need and the types of facilities required.
- To consider and agree the quantum, size and type of enterprise units required.
- To consider and agree the location and phasing delivery of new enterprise units
- To feed into engagement processes and to consider and learn from resident feedback.

Significant progress has been made on achieving a number of the key milestones towards delivering the new Enterprise Units. The Head Leaseholder has worked with the Council, design consultants and residents through the Community Design Group to agree that the new Enterprise Units will be delivered in strategically located positions on the ground floor of new buildings along Adams Road, Willan Road and Gloucester Road. This positive work will continue so that agreements can be formalised, and future goals met.

Other Key stakeholders

The police have attended several walkabouts of the estate, in collaboration with Community Gold and Safer Estates colleagues, to identify opportunities to Design Out Crime and reduce opportunities for anti-social behaviour and crime. These walkabouts led to an estate wide programme of proposals which have been instrumental in informing the designs. Some of the proposals have been implemented already as they related to existing infrastructure on the estate (such as new fencing or CCTV camera locations).

Other stakeholders, such Friends of Lordship Rec and the church, were updated on an ad-hoc basis.

Internal stakeholder engagement

Engagement with internal stakeholders has been managed through various means, such as monthly update meetings or project meetings as well as email updates. Ward members and the lead Cabinet member have been kept up to date with monthly meetings and email updates.

Front line staff – such as concierge staff and estate services staff – have been updated through ad-hoc meetings, focus groups and estate walkabouts with senior staff and KCA. These meetings are often related to specific issues being raised at the time. An additional walkabout was held at the start of the process with KCA and frontline staff to use frontline staff's knowledge of the estate to inform the Urban Design Framework and improvements that could tackle issues such as anti-social behaviour or hard to clean areas

4. Identifying methods of engagement and resident priorities– August-September 2020 summary

To initiate engagement with the community a survey was sent to residents in late August 2020. This survey sought resident's views on how they would like to receive information about the Improvement Programme and some questions about their neighbourhood. This helped to inform priorities and methods for future engagement activities. Residents were able to respond by freepost and online.

Due to the situation with Covid-19 at the time, it was decided that in-person engagement was not safe. Therefore, other methods were used and are detailed below.

In summary:

- 1078 surveys were sent directly to households
- 65 households filled out the questionnaire
- A letter was sent to all residents introducing Karakusevic Carson Architects
- The website was started with key information and the ability to respond to the questionnaire
- Posters were put up in the lobbies of every block advertising the engagement

Feedback received

65 responses were received, with 48 of these via letter (74%) and 17 online (26%).

The survey sought to understand what percentage of households had access to the internet at home. 69% of respondents indicated that they did, whilst 29% indicated that they did not have access to the internet at home. These findings were important in making sure engagement activities were accessible to all residents.

Residents were also asked how they would like to remain informed about the Improvement Programme going forward. 66% preferred postal methods, whilst newsletters (34%), email lists (26%) and texts (23%) were the next most popular methods.

Similarly, residents were asked how they would prefer to engage with the project. A plurality of respondents preferred to engage via postal surveys (42%), with significant numbers also choosing outdoor and indoor face-to-face events (37%), online options (34%) and phone calls (15%).

The next question asked residents what they liked most about living at Broadwater Farm. 46% of respondents liked their homes most, 28% liked the location and 25% liked the proximity to Lordship Rec.

The survey also helped the team understand what facilities residents appreciated the most in their community. Healthcare facilities were important (51% of people using regularly), Lordship Lane high street (used by 37% of people regularly) and use of public spaces (with 15% using them often 51% using them sometimes).

The survey also aimed to understand how people used public spaces, helping to inform the design and engagement team's understanding of which areas should be prioritised in re-development and ensuring important facilities were central to the plans.

Residents were asked to highlight three things about the physical environment they would like to see improved on Broadwater Farm. More than half (57%) of the responding residents would prioritise the outdoor area of the Broadwater Farm Estate, closely followed by (45%) of local shops. Other popular responses were transport connections (32%) and streets (23%).

Finally, this engagement aimed to understand resident's vision for the future of their estate. Some of the responses to this are summarised in the diagram below.

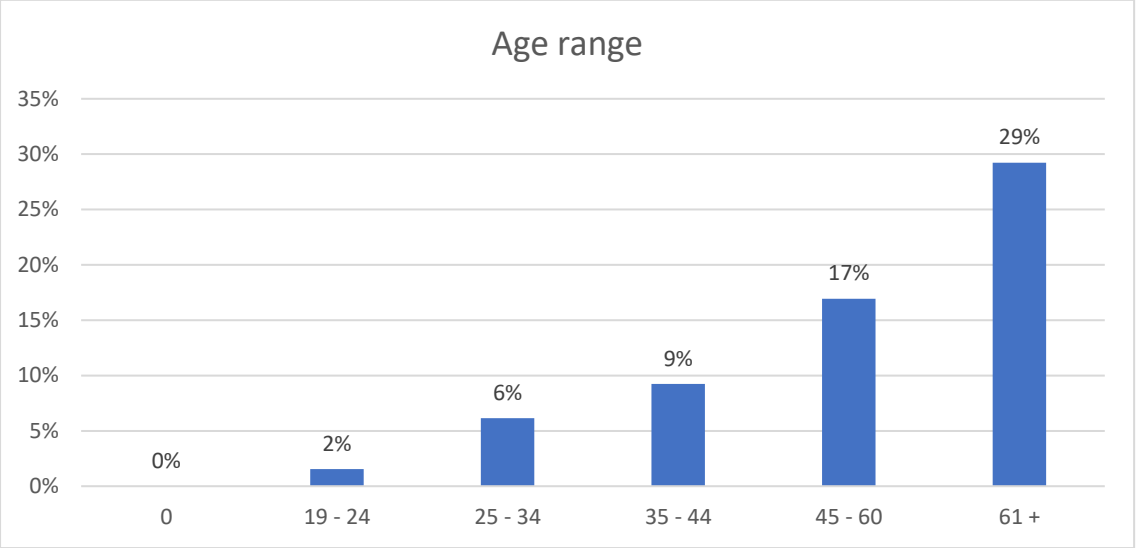


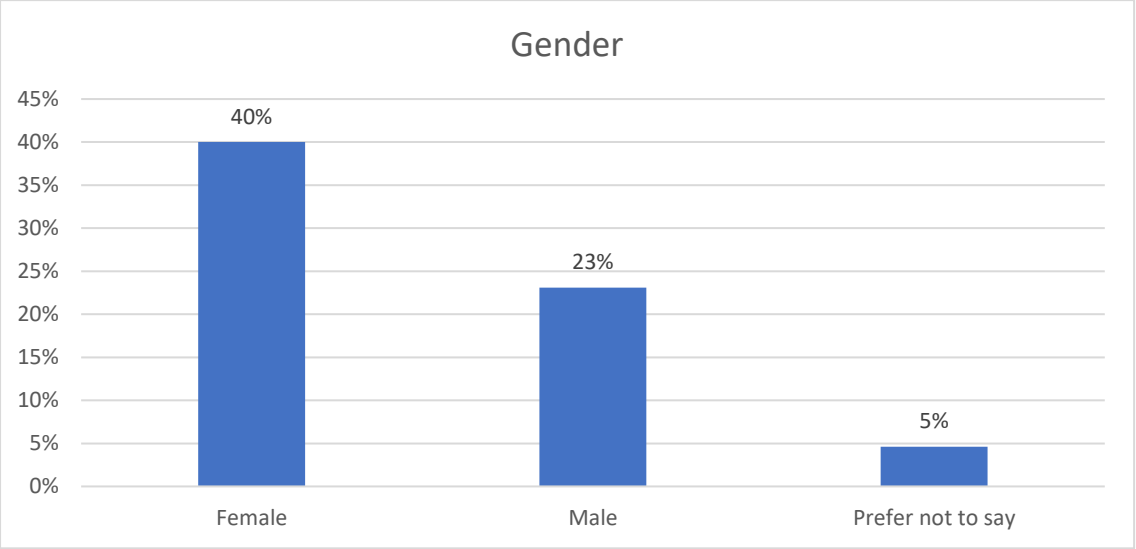
The full engagement summary report can be found here:

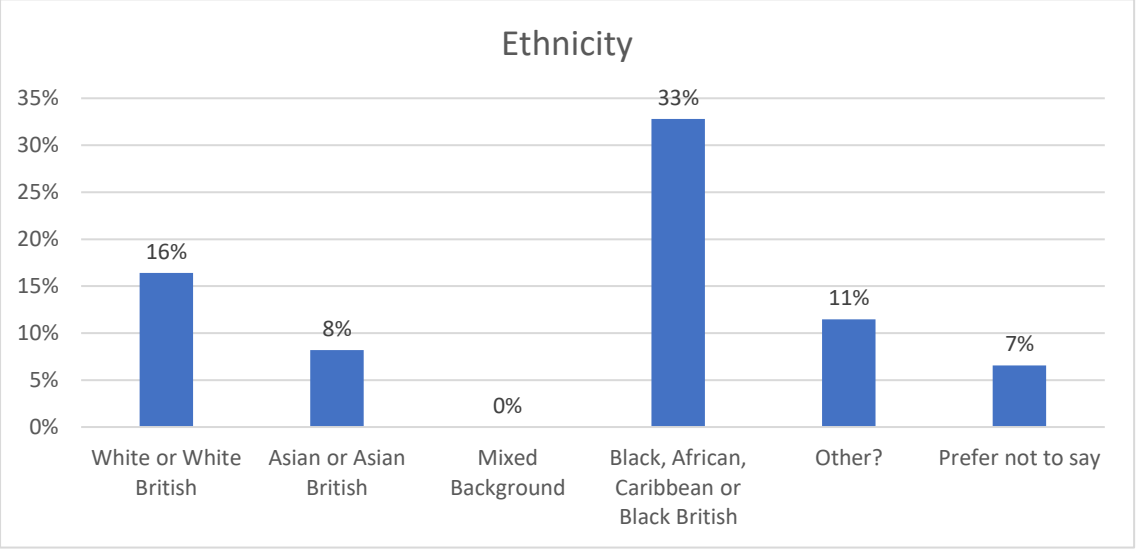
https://tottenham.london/explore/broadwater-farm/get-involved.

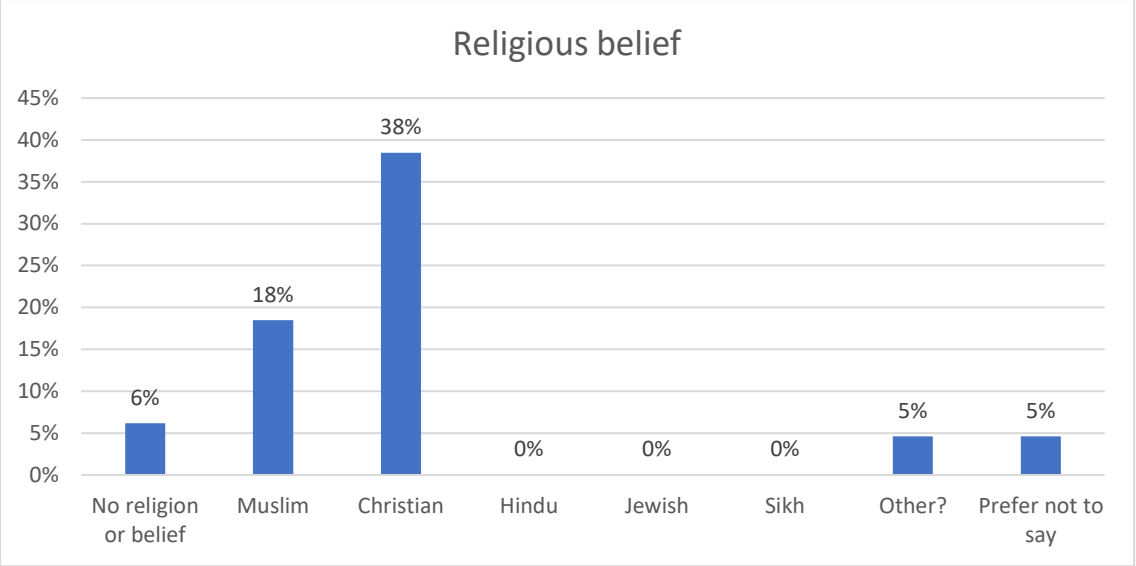
Equalities data of respondents

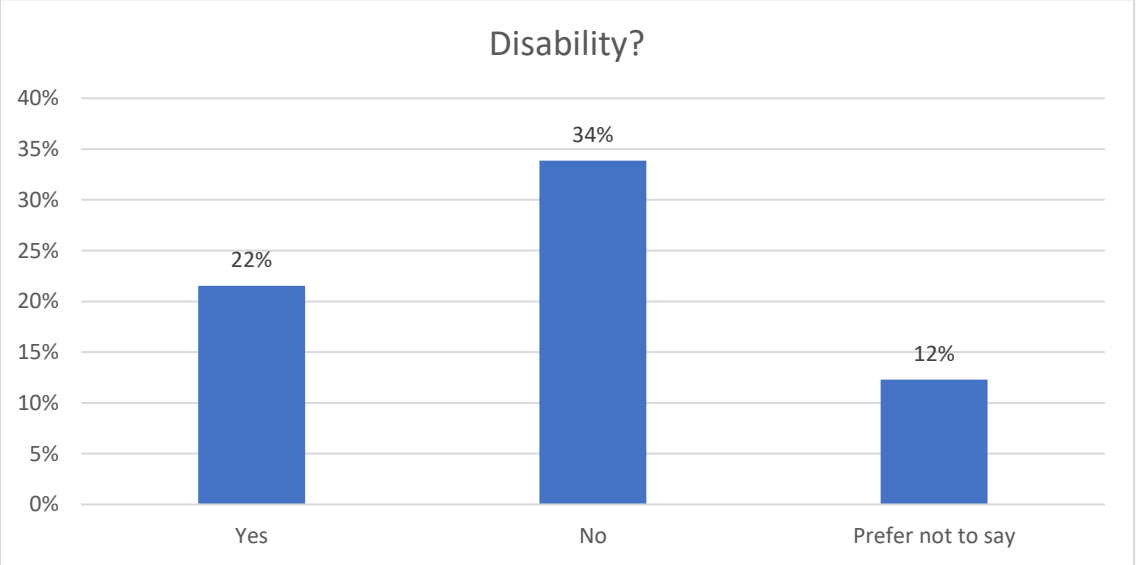
The following graphs outline the demographics of the respondents to the survey

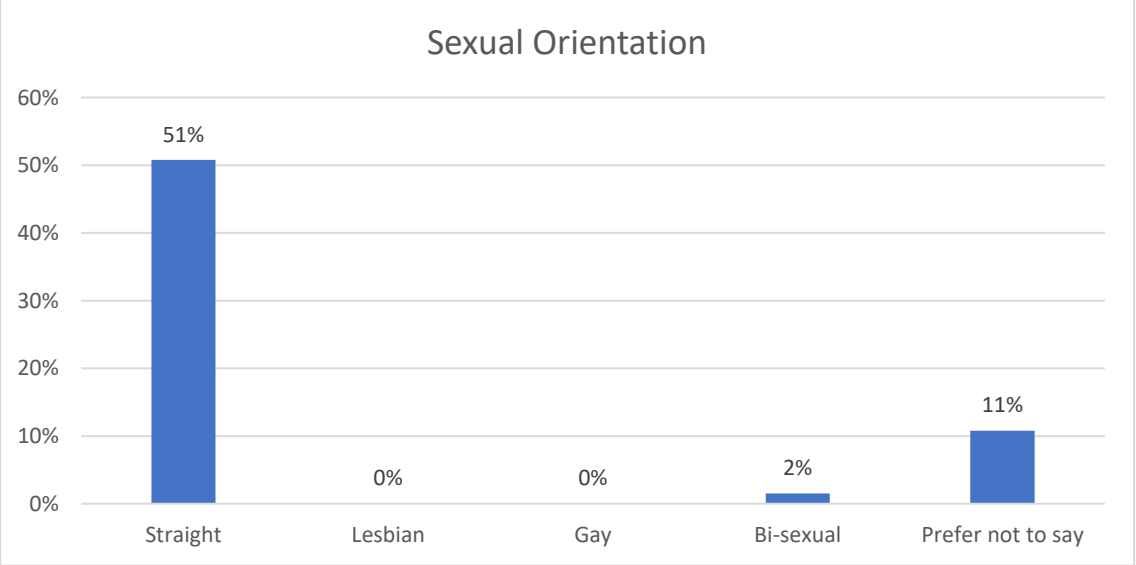







Religious belief
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
6%
18%
38%
0%
0%
0%
5%
5%
No religion or belief
Muslim
Christian
Hindu
Jewish
Sikh
Other?
Prefer not to say


Disability?
40%
35%
30%
25%
20%
15%
10%
5%
0%
22%
34%
12%
Yes
No
Prefer not to say


Sexual Orientation
60%
50%
40%
30%
20%
10%
0%
51%
0%
0%
2%
11%
Straight
Lesbian
Gay
Bi-sexual
Prefer not to say

5. Current homes and neighbourhood – October 2020 summary

This round of engagement aimed to understand more about resident's current feelings about their estate and priorities for the future.

In summary:

- 1078 consultation packs were sent directly to households
- 88 households filled out the questionnaire
- 2 covid-secure indoor pop-up exhibitions were held (by appointment only)
- 3 online events were held
- Posters were put up in the lobbies of all blocks
- The website was updated with the latest information and the ability to respond to the questionnaire online

The survey was sent on paper via post and an online submission option was also made available for residents. Responses were received from a total of 88 residents. 62 responded via letter (70%), whilst 26 responded via online submission (30%).

This survey tried to understand more about how residents felt about their current homes and neighbourhood, helping to identify priorities for the next rounds of engagement. Residents were also presented with some very early designs of the new homes and asked for their thoughts.

Feedback Received

The survey found that 27% of respondents felt very negatively towards their current homes, 25% felt positive and 20% felt negative. Overall, more people felt negatively than positively (47% vs 38% with 16% neutral).

Lots of respondents listed some things that they liked about their current homes. Residents highlighted things such as the good size inside of homes, the new kitchens and bathrooms that had been installed, the parks and transport nearby and having good relationships with neighbours.

More respondents opted to highlight things they would like to change about their homes. Respondents noted issues such as damp and leaks, feeling unsafe in the area, lack of private outdoor space and blocked pipes or drainage.

68% of respondents either liked or really liked the ideas and designs for new homes and lobbies. The next most popular response was neither like nor dislike, on 22%.

When asked to highlight key things for us to consider in the designs, residents highlighted things such as safety (and improving CCTV), the size of rooms, private and/or communal storage and accessibility for disabled households.

When asked for their thoughts on the current green spaces and courtyards, residents expressed positive (26%), neutral (24%) and negative (17%) opinions. These ranged from concerns about anti-social behaviour in the current spaces, appreciation of the contribution open spaces makes to community living, concerns about dogs using the areas and the importance of public space during the pandemic and lockdown restrictions.

When asked what improvements could be made for people to use the public spaces more, 53% highlighted improved lighting, 44% wanted to see more surveillance such as CCTV and 35% highlighted more seating. More planting (31%) and quiet space for reflection (26%) were also popular responses.

Residents were asked what could be improved about the memorial gardens which currently is situated near to Tangmere block. Respondents highlighted that lighting (44%), maintenance (41%), safety (36%) and seating (32%) could all be improved.

Respondents were asked if they would like to see more traditional streets introduced to the estate – 36% said yes, whilst the same percentage highlighted that they were unsure or needed more information (21% said no). Residents highlighted that they were concerned about the impact changes may have on parking on the estate and the cost of any permits.

The survey asked for people's feelings towards the current facilities on the estate. A plurality of respondents were either negative (20%) or very negative (18%) towards the current facilities, with 32% neutral. Only 11% of respondents were positive or very positive. 35% of respondents highlighted that they'd like to see the existing facilities relocated into the new buildings, with 27% saying they were not sure, or they'd maybe like to see it.

A majority of respondents wanted to see a new shop such as a Sainsbury's Local on the estate (58%), whilst 47% wanted a corner shop, 38% wanted a gym and 38% wanted a café. Youth space (31%), workshops/desk space (31%) and community café (24%) were also popular responses.

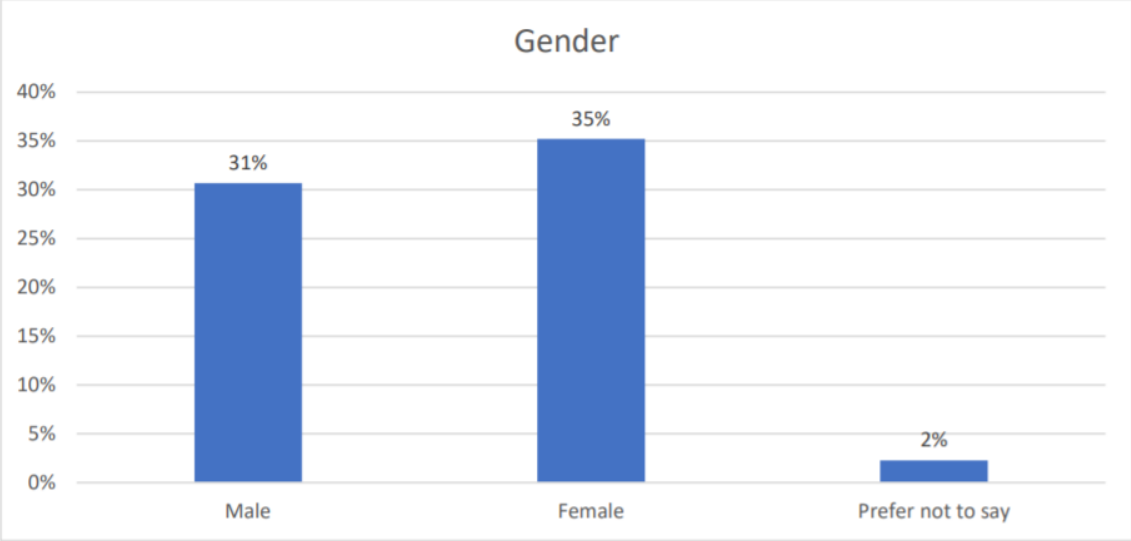
When asked how they or their children get to school or nursery, (24%) of the responding residents either walk, take a bus (23%), or use a car (16%) to get to school or nursery. Only (5%) use a bicycle or scooter. Respondents highlighted better lighting, clearer pathways, and cycle lanes as ways to improve the experience of walking or cycling.

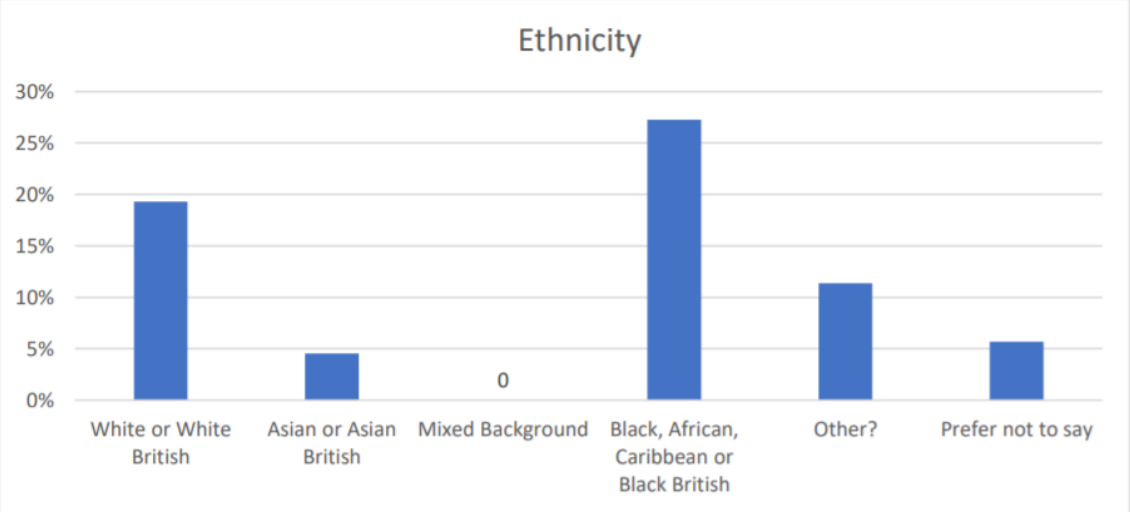
The full engagement summary report can be found here:

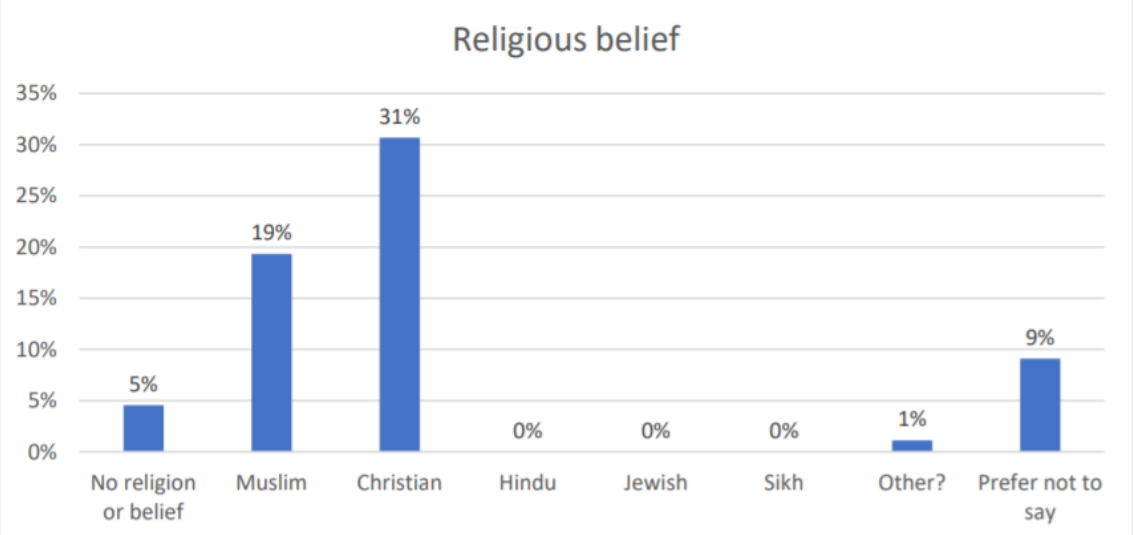
https://tottenham.london/explore/broadwater-farm/get-involved.

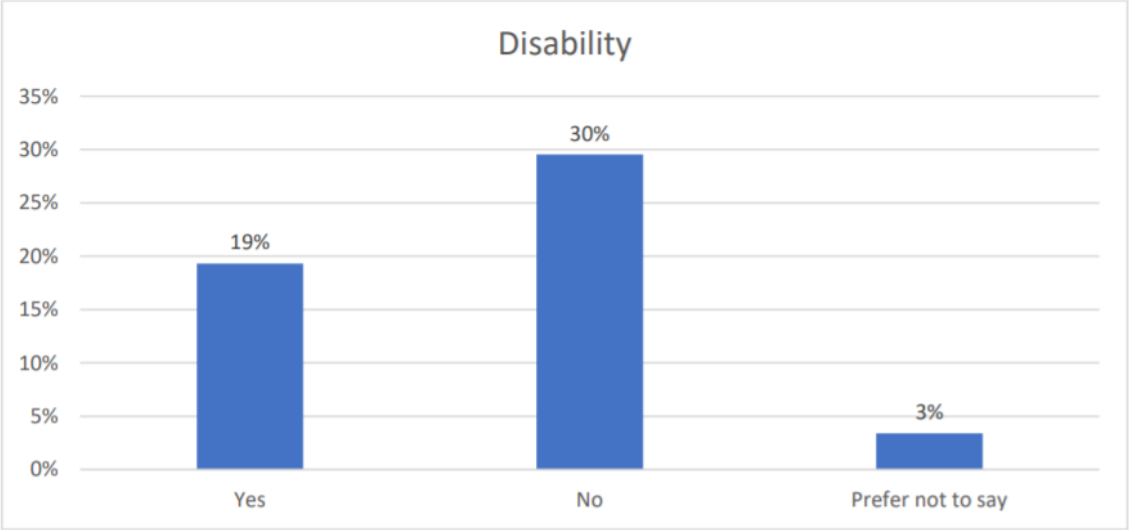
Equalities data of respondents

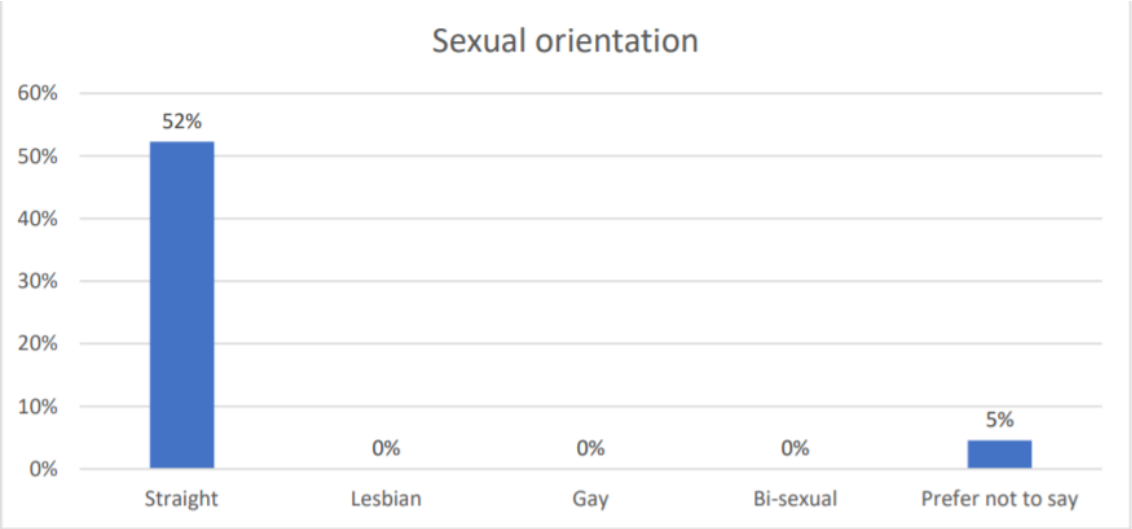
The following graphs outline the demographics of the respondents to the survey








Disability
35%
30%
25%
20%
15%
10%
5%
0%
19%
30%
3%
Yes
No
Prefer not to say


Sexual orientation
60%
50%
40%
30%
20%
10%
0%
52%
0%
0%
0%
5%
Straight
Lesbian
Gay
Bi-sexual
Prefer not to say

6. Presenting initial designs for the future- March 2021

This third round of engagement was also a formal Section 105 Consultation with secure tenants. The Section 105 Consultation was held over a five-week period between February and March 2021. A Section 105 is a formal Council consultation that must be carried out at a formative stage of the design process to understand secure tenant's thoughts and views on changes to amenity on their estate. Changes to amenity include things such as alterations to parking provision, changes to street layouts, changes to ground floor facilities and open space on the Estate.

Due to the Covid -19 pandemic and stay-at-home Government guidance, it was not feasible to hold face to face events nor to carry out door-knocking, as per the preferred practice. Within these restrictions, the outreach methods are summarised below:

- A consultation pack containing a booklet, questionnaire and freepost envelope were sent to 1078 households on the estate and former tenants of Northolt and Tangmere blocks.
- A website with films, images, and text to explain the content and online feedback forms.
- Three dedicated meetings were held with stakeholder groups.
- Phone calls replaced door-knocking as an outreach method.
- Posters were put up in building lobby areas as well as other areas of the estate as exhibition pieces.
- Postal address, email and phone number was provided to encourage feedback and a point of contact.
- Online drop-in sessions were provided in lieu of in person drop in exhibitions.

During this Section 105 Consultation, the following engagement and outreach numbers were recorded:

- 1078 consultation packs were sent to households.
- 471 phone calls were made to residents.
- 3 Online Drop-In sessions were held, open to all residents.
- 3 Stakeholder meetings were held.

From these engagements methods, the following response rate was recorded:

- 133 formal survey responses.

This particular round of engagement sought feedback on four different neighbourhood themes, as well as presenting three different estate layouts for resident comment. The themes were based on previous engagement feedback which identified key areas of priority for residents.

Feedback in this round was sought for the following areas:

Theme 01: Safe movement and routes through the Estate. This included proposals for streets and considered parking provision and safety and security.

Theme 02: Reactivate Ground Floors. This considered what type of neighbourhood facilities would be best suited on the ground floor of buildings and desirable community spaces, whilst also seeking feedback on safety and security.

Theme 03: Improved Open Space. This looked at green and open spaces on the estate including courtyards and the Memorial Gardens, asking what activities residents would like to see in these spaces and about plants and trees, as well as considering safety and security.

Theme 04: High Quality Homes. This included looking at the quality of homes and sought to understand resident's views on the need for council homes and on priorities for existing residents as well as how many new homes are necessary (density, type, and size of homes).

Estate Layout Ideas: This presented three different layouts to understand how residents felt about a route through the middle of the estate, different courtyard layouts and new streets.

Feedback Received

Key feedback to note from this round of engagement is as follows:

- Consensus on the widening of streets and to improve safety and security for pedestrians to move around the estate. There was also consensus that parking was an issue on the estate.
- People welcomed the idea of new shops and community facilities on the ground floor and residents indicated a clear support for existing community facilities such as the GP surgery.
- People welcomed the idea of good quality green open space and wanted to see a range of activities to support different interests in these spaces. There was support from residents for investment in the Memorial Gardens to upgrade it and move it to a more prominent central location.
- People understood the need for new council homes, although some residents questioned the number of homes being built. Residents indicated that priority for new homes should be for existing residents and that new homes should be spacious with good storage and have gardens or balconies.
- Of the three estate layout designs presented, the Diagonal Route was the most popular and people liked the idea of an open courtyard, although there was some anxiety raised about safety on this point.

In this report, the survey responses received from secure tenants in particular has been presented. A record of all responses received from residents of various tenure has been captured in a separate report which can be found here:

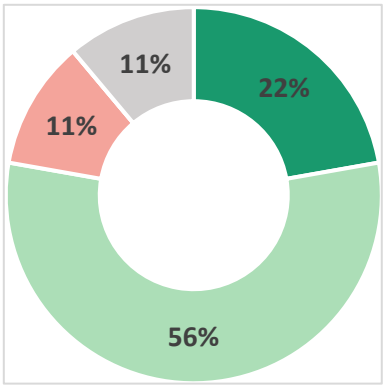
https://tottenham.london/explore/broadwater-farm/get-involved.

Response received from Secure Tenants

The survey included a section for residents to indicate their tenure status. Not all who completed the survey completed this section. Out of the 133 responses, 27 respondents self-identified as secure council tenants. Below is a breakdown of responses from that group.

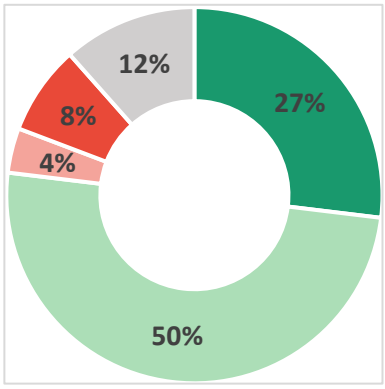
Theme 01: Safe movement and routes through the Estate:

Q1. What do you think about the proposal for introducing a new street layout?



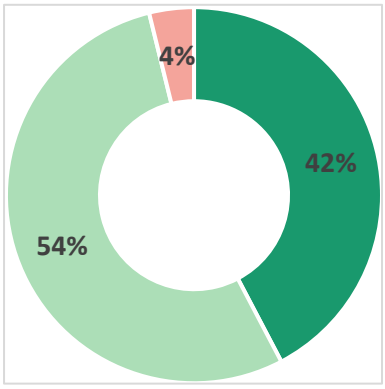
Total: **27**

Q2. What do you think about the proposal for introducing a new parking layout?



Total: **26**

Q3. What do you think about the proposal for wider, well-lit pavements?

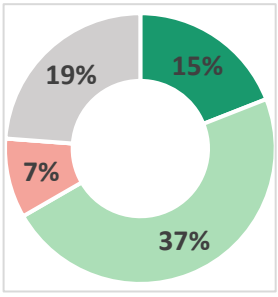


Total: **26**

Strongly Agree	Agree	Don't Know	Disagree	Strongly Disagree

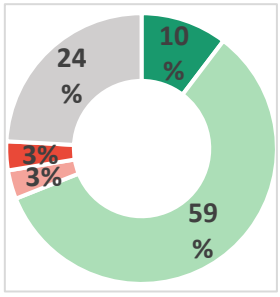
Theme 02: Reactivate Ground Floors:

Q1. What do you think about the proposal to introduce new uses on the ground floor of the new homes?



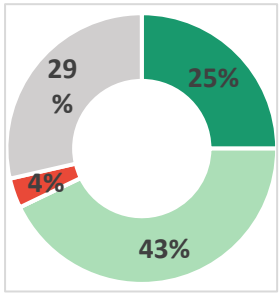
Total: **27**

Q2. What do you think about the proposal to explore new uses for the undercroft parking across parts of the estate?



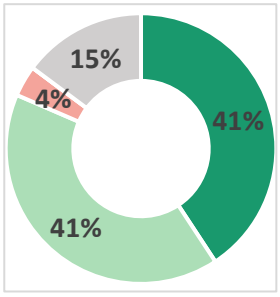
Total: **29**

Q3. What do you think about the proposal to relocate the Energy Centre?



Total: **28**

Q4. What do you think about the proposal to relocate the Medical Centre, Enterprise unit and Housing office?

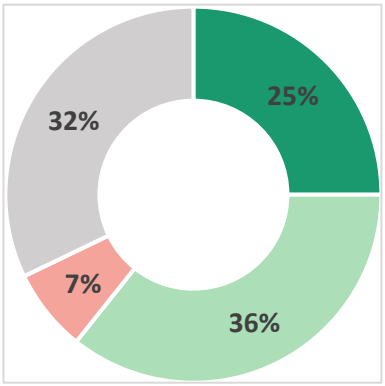


Total: **27**

Strongly Agree	Agree	Don't Know	Disagree	Strongly Disagree

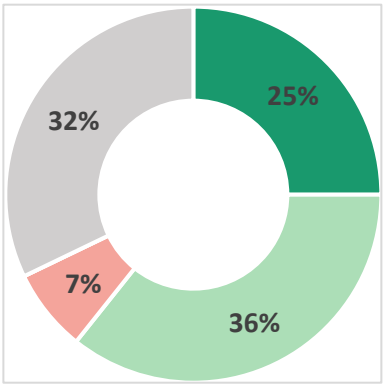
Theme 03: Improved Open Space:

Q1. What do you think about the proposal to introduce new open spaces?



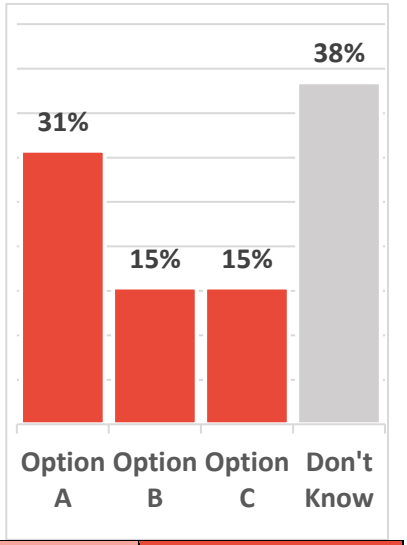
Total: **29**

Q2. What do you think about the proposal to change the layout of the open space around Northolt?



Total: **28**

Q3A - Which of the options presented for the memorial gardens do you prefer?



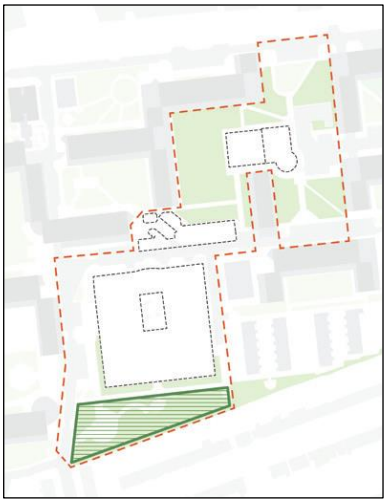
Strongly Agree	Agree	Don't Know	Disagree	Strongly Disagree

Memorial Gardens Options

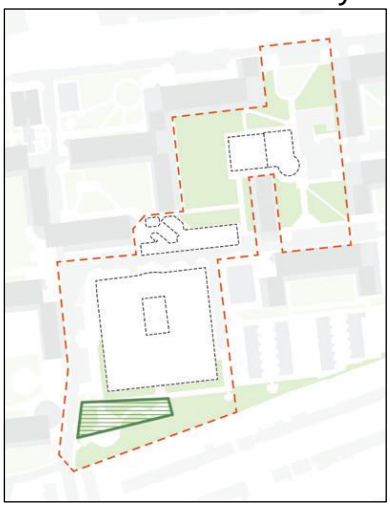
Option A:
Relocate the gardens in the heart of the estate so that they are in a more central location easily accessible to all.



Option B:
Retain and improve by introducing more lighting and seating**.**

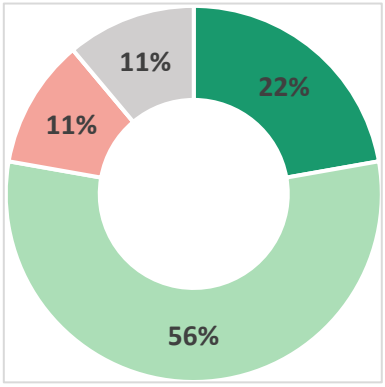


Option C:
Move the gardens slightly north, resize them and introduce housing on the southern edge, increasing surveillance and safety.



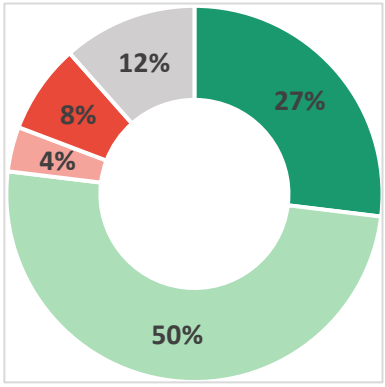
Theme 04: High Quality Homes:

Q1. What do you think about the possibility of building new council homes on the boundary of the estate, for example the old Moselle school site?



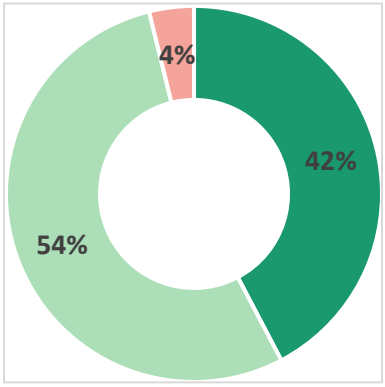
Total: **29**

Q2. If the Medical Centre were to be relocated, what do you think about using the existing site to build new council homes on the estate?



Total: **29**

Q3. To what extent do you agree with increasing the number of new council homes built on the Tangmere and Northolt sites, ensuring they are built in a sensitive way with consideration to the height and layout of existing buildings on the estate?



Total: **22**

Strongly Agree	Agree	Don't Know	Disagree	Strongly Disagree

Estate Layout Ideas:

Option A:
Diagonal Route



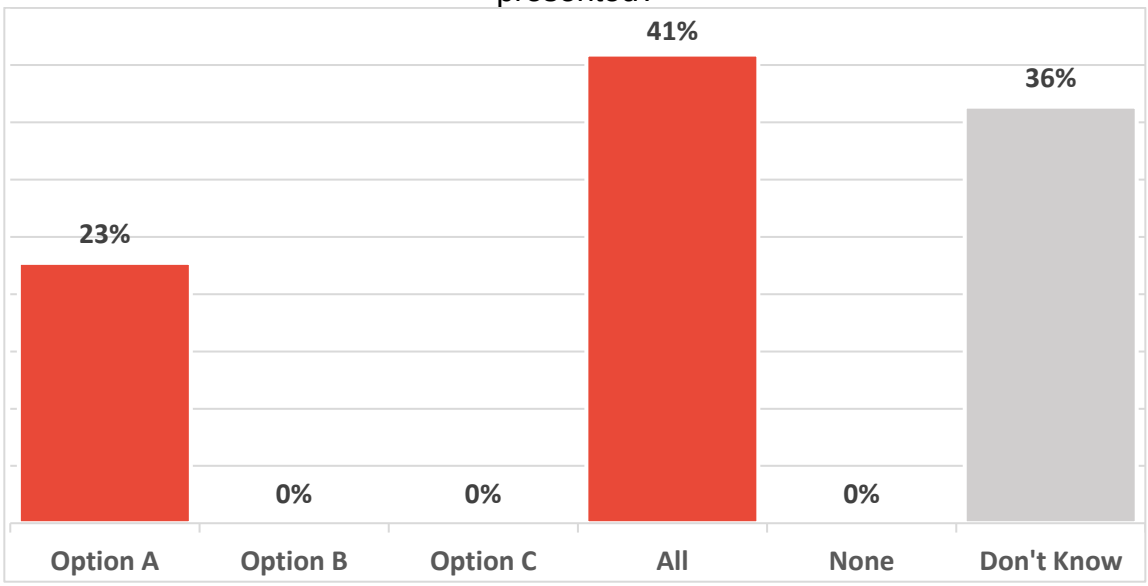
Option B:
Open Courtyards



Option C:
New Streets

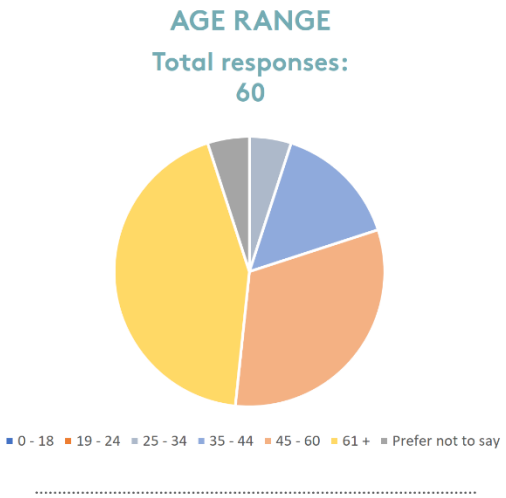


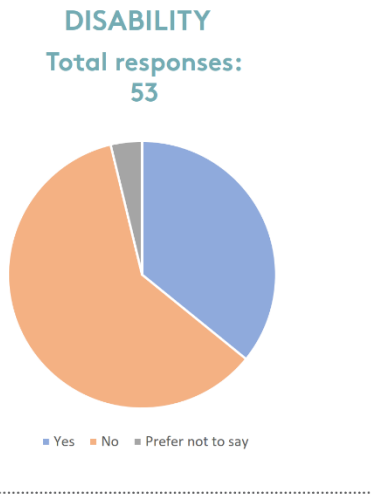
Q: Do you have one or two preference(s) out of the indicative layouts we have presented?



Equalities Data

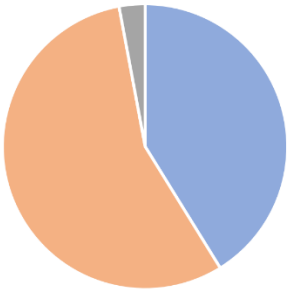
The following graphs outline the demographics of the respondents to the survey





GENDER

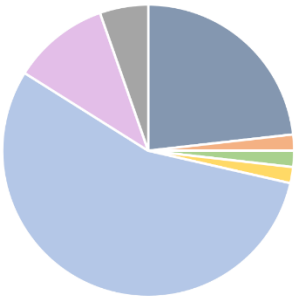
Total responses: 68



Male Female Prefer not to say

ETHNICITY

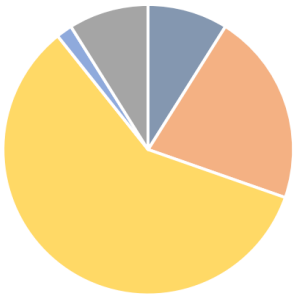
Total responses: 58



White or White British
White Irish
Asian or Asian British
Mixed Background
Black, African, Caribbean or Black British
Other?
Prefer not to say

RELIGION

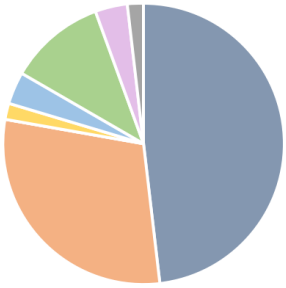
Total responses: 56



No religion or belief Muslim Christian Hindu Jewish Sikh Prefer not to say

MARRIAGE/CIVIL PARTNERSHIP

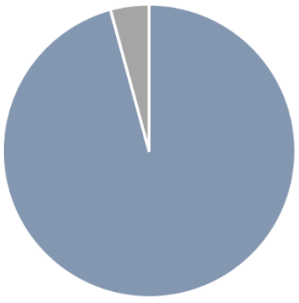
Total responses: 54



Single
Married
Co-habiting
In a civil partnership
Separated
Divorced
Widowed
Prefer not to say

SEXUAL ORIENTATION

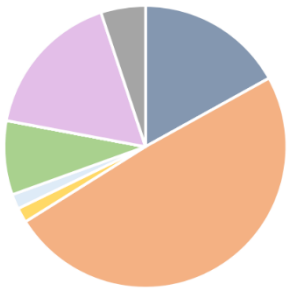
Total responses: 58



Straight Lesbian Gay Bi-sexual Prefer not to say

LANGUAGES

Total responses: 59



Albanian
Akan
Arabic
English
French
Greek
Kurdish
Polish
Portuguese
Somali
Spanish
Turkish
Other

7. Two design scenarios – May 2021

The fourth round of engagement – which consisted of in-person pop-up exhibitions, an information booklet sent to all households with a freepost questionnaire, stakeholder meetings, an online drop-in, lobby boards and posters, and a website – took place during May and June 2021. This was delivered in conjunction with Karakusevic Carson, who helped to produce the engagement materials.

The engagement consisted of presenting residents with two proposed design scenarios, highlighting how each scenario responded to the priorities previously identified by residents. Residents were asked which scenario they preferred, encouraged to tell us any comments they had on either scenario, and asked a series of questions relating to specific design elements of the proposals.

In summary:

- 1078 consultation packs were sent directly to households
- 200 residents spoken to on the doorstep during door-knocking
- 84 households filled out the questionnaire
- 3 outdoor pop-up exhibitions were held
- 1 online drop-in session was held

Feedback received

In general, survey respondents felt that the proposals addressed their key priorities. Night-time uses and family homes were highlighted as areas that needed further consideration.

Respondents were mostly positive about the proposal to relocate the memorial gardens in the new park at the heart of the estate and highlighted that socialising space was very important to be provided in the new space.

Over half of respondents were positive about the parking strategy, but a significant minority highlighted their concerns about ensuring all residents could continue to find parking on the estate.

Feedback to scenario 1 (Strong Streets) included:

- A strong majority of respondents liking the semi-secure courtyard proposals.
- Positive feedback about having more privacy and security, especially when children use this space.
- Residents were divided about the proposal to have taller buildings at the estate's entrances.

Feedback to scenario 2 (Open courtyards) included:

- A high proportion of respondents were unsure about the tall central building proposed.
- Respondents raised concerns about potential overshadowing of existing homes.

- A strong majority of respondents were positive about open courtyards as this opens up new routes across the estate, but many raised security concerns.

In total, 43% of respondents liked both scenarios. 15% preferred scenario 2, with scenario 1 being marginally more popular at 20%. A remaining 15% of respondents liked neither scenario, and 9% were unsure and felt they needed more information. Respondents said they liked the security of semi-secure courtyards (in scenario 1) with the sense of community and the public space from scenario 2.

During this period of engagement, residents were presented with 4 key priorities that had been identified during the engagement in February 2021. These were:

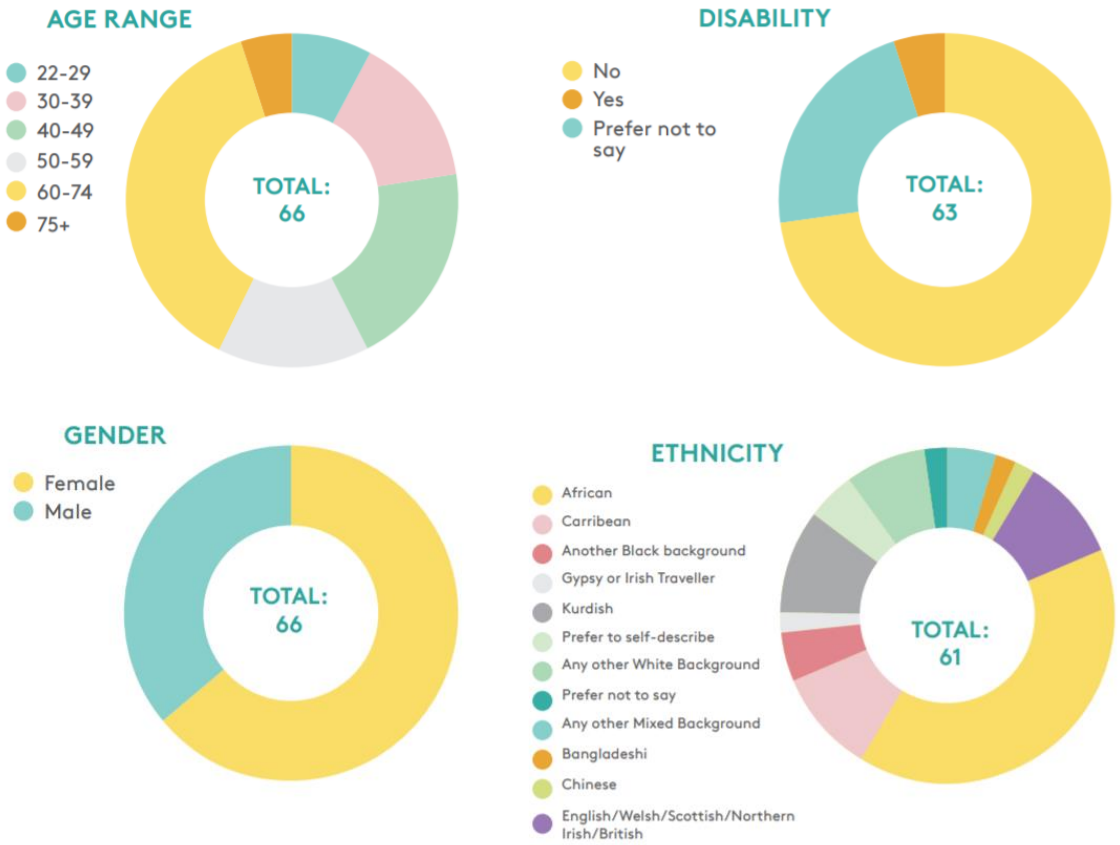
1) Design safe and welcoming routes through the estate
2) Reactivate the ground floors
3) Improve open space
4) Design high quality council homes

75 residents responded to these key priorities. 88% of these respondents agreed or strongly agreed with these key priorities.

The full engagement summary report can be found here:

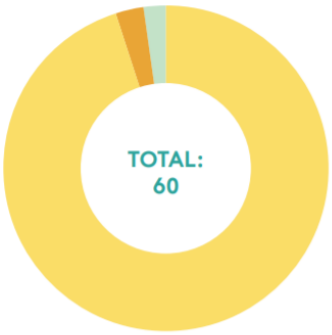
https://tottenham.london/explore/broadwater-farm/get-involved.

Equalities data



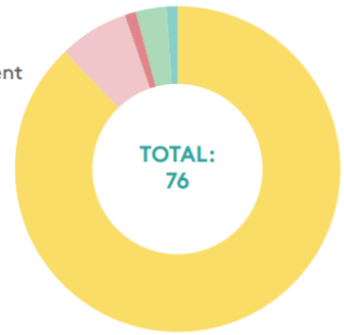
TRANS IDENTITY

- No
- Yes
- Prefer not to say



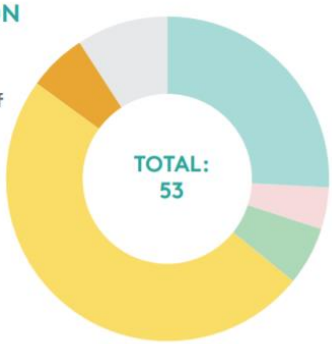
TENANCY TYPE

- Council tenant
- Leaseholder
- Temporary resident
- Former resident of Northolt
- Other



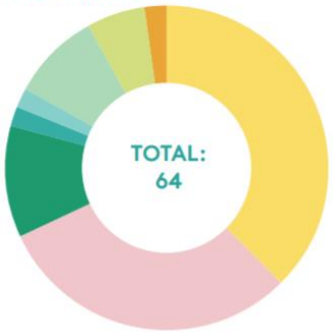
RELIGION

- Muslim
- Sikh
- No religion or belief
- Christian
- Prefer not to say
- Prefer to self-describe



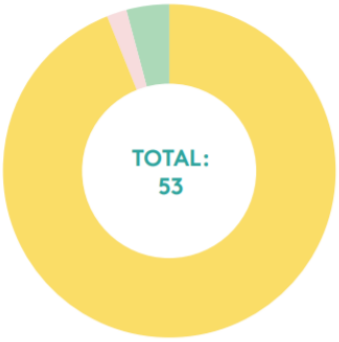
MARRIAGE/CIVIL PARTNERSHIP

- Single
- Married
- Co-habiting
- In a civil partnership
- Separated
- Divorced
- Widowed
- Prefer not to say



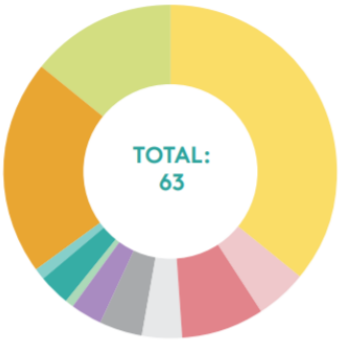
SEXUAL ORIENTATION

- Heterosexual
- Bi-sexual
- Prefer not to say



LANGUAGES

- English
- Kurdish
- Somali
- Akan
- Polish
- Spanish
- Arabic
- Greek
- Portuguese
- Turkish
- Other



8. Emerging preferred design– July-August 2021

The fifth round of engagement – which consisted of in-person pop-up exhibitions, an information booklet sent to all households with a freepost questionnaire, stakeholder meetings, lobby boards and posters, and a website – took place during July and August 2021. A Turkish translator was present at pop-up exhibitions, and Turkish-translated booklets were produced. This was delivered in conjunction with Karakusevic Carson, who helped to produce the engagement materials.

This round of engagement integrated the feedback from the previous round, to present just one design scenario. This scenario combined elements that residents had liked from both of the scenarios presented previously.

In summary:

- 1078 consultation packs were sent directly to all households
- 780 doors knocked and 200+ residents spoken to on the doorstep
- 134 phone-calls were made to former Tangmere and Northolt residents
- 91 people attended pop-up events
- 88 households filled out the questionnaire
- 12 gave comments over the phone
- 3 outdoor pop-up exhibitions were held including a fun day for the community

Feedback received

Once again, the majority of responses received were consistently positive about the proposals. When asked about the proposals as a whole, of the 50 residents who responded to this question 47% said they ‘really liked it’ and a further 41% said they ‘mostly liked it’.

A proportion of respondents noted that they were somewhat unsure about certain elements of the proposals. This could be explained by the fact that a number of residents found the drawings and plans difficult to interpret.

Across all questions, a majority of respondents strongly or mostly agreed that the proposal was suitable. In particular, 69% of respondents noted that design changes to streets ‘definitely’ met the community’s aspirations.

Other feedback related to residents preferring separate kitchens/dining rooms from the living room (58%); most respondents were neutral on building heights; there was strong support for a food shop on the estate; concern about whether the medical centre would be reduced in size when relocated; a preference for closed courtyards at night; concerns about safety and requests for CCTV and lighting improvements; and a preference for brick facades on the new buildings.

When asked whether they were supportive of the scheme, 45.5% were very supportive and 45.5% were mostly supportive. 53% thought the proposals ‘definitely’ met the community’s aspirations, with a further 28% saying they ‘mostly’ met the community’s aspirations.

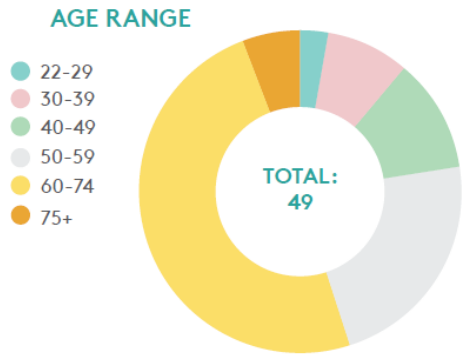
Similarly, 42% really liked the proposed layout of new homes and a further 40% mostly liked it.

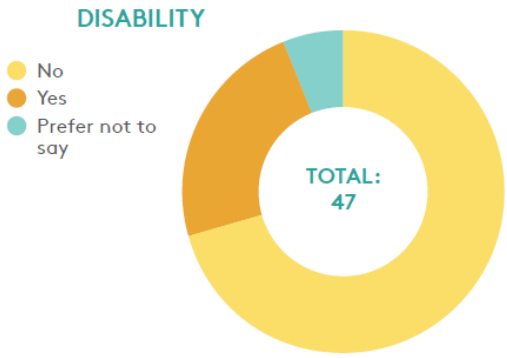
43% of respondents really liked the proposals for the new community park. 38% mostly liked it and 79% of respondents felt the proposals for the park and open spaces 'mostly' or 'definitely' met the community's aspirations.

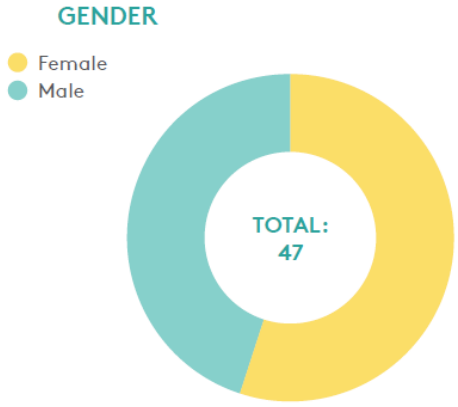
The full engagement summary report can be found here:

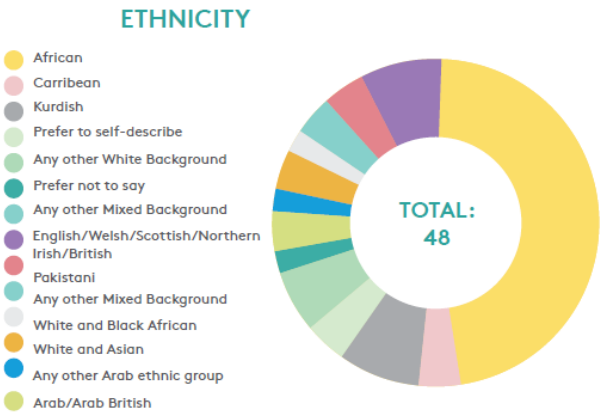
https://tottenham.london/explore/broadwater-farm/get-involved.

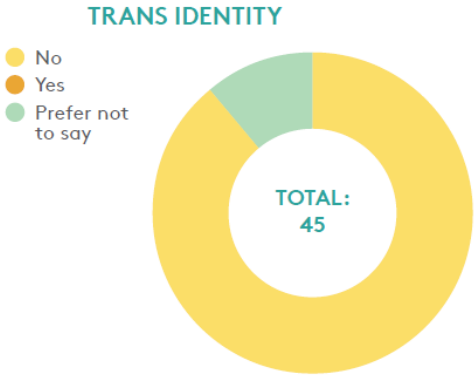
Equalities information

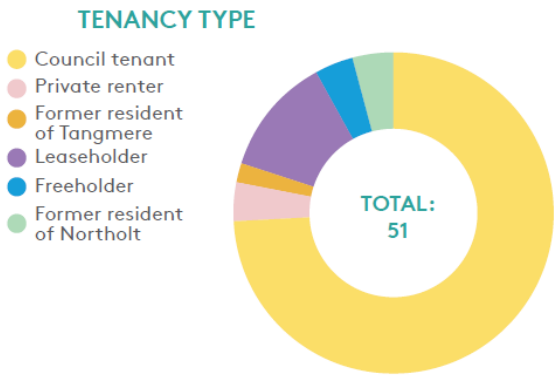






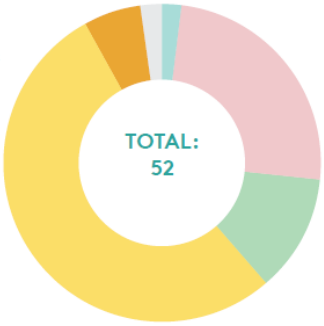






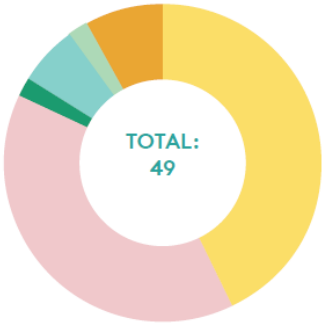
RELIGION

- Atheist
- Muslim
- No religion or belief
- Christian
- Prefer not to say
- Prefer to self-describe



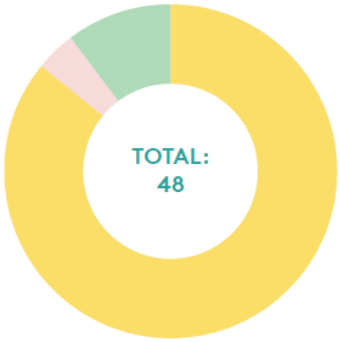
MARRIAGE/CIVIL PARTNERSHIP

- Single
- Married
- Co-habiting
- In a civil partnership
- Separated
- Divorced
- Widowed
- Prefer not to say



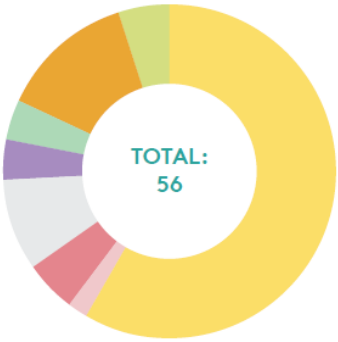
SEXUAL ORIENTATION

- Heterosexual
- Gay
- Prefer not to say



LANGUAGES

- English
- Kurdish
- Somali
- Akan
- Spanish
- Arabic
- Turkish
- Other



9. Preferred design and wider estate improvement programme – October- November 2021

During this engagement period the preferred design scenario was presented to residents via a booklet and exhibition boards. The model, built by KCA, was presented to residents for the first time. This round of engagement was the first to introduce the refurbishment proposals and residents were asked to sign up to a future design panel to help the Council jointly develop the refurbishment proposals.

The consultation consisted of three pop up engagement events, including a very well attended fun day, door knocking and phone calls. A Turkish translator was present at these events.

In summary:

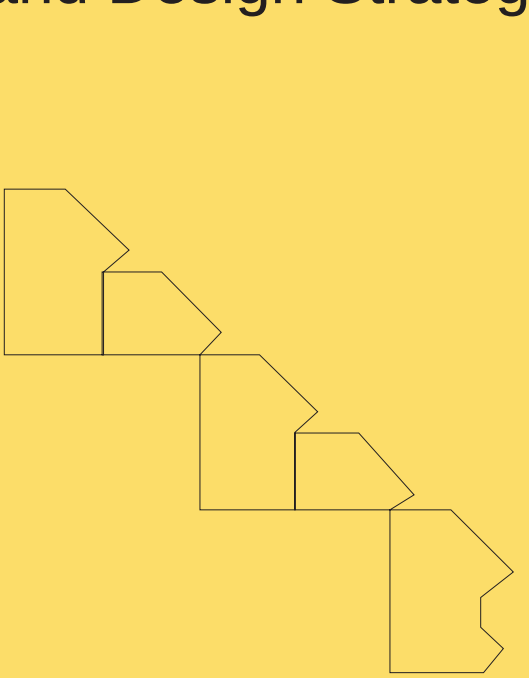
- 1078 consultation packs were sent directly to households
- 600 doors knocked (approximately)
- Phone calls to residents
- 3 outdoor pop-up exhibitions were held
- 1 online drop-in session was held

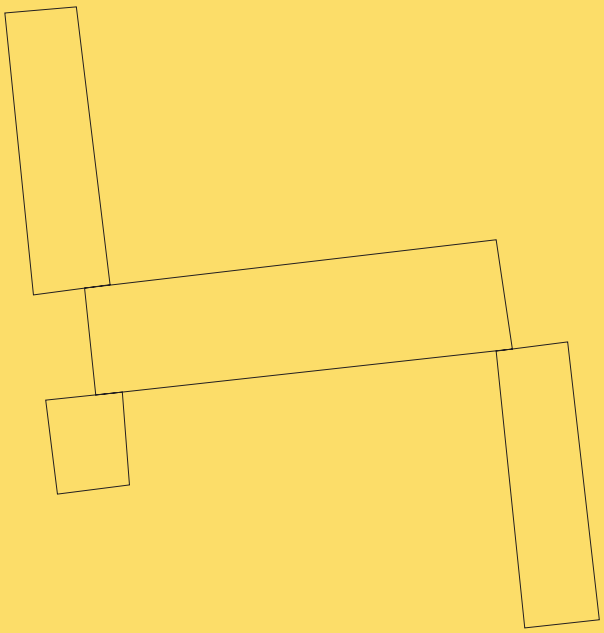
Feedback Received

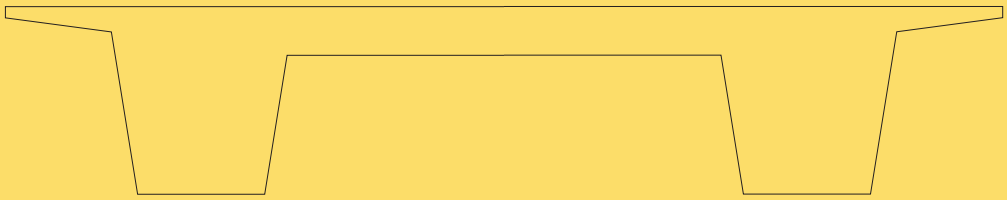
At the time of writing, engagement activities are ongoing, and the feedback is being collated. The findings of this round of engagement will be published in December.

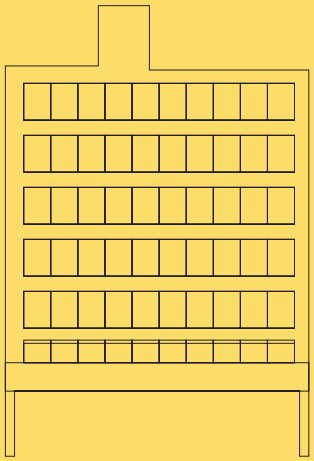
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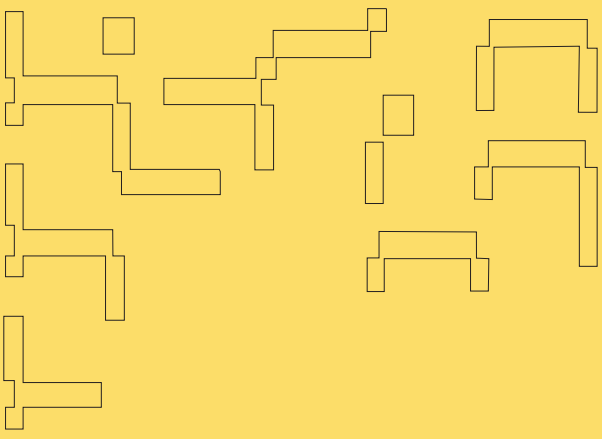
BROADWATER FARM ESTATE
Summary of the Urban Design Framework and Design Strategies











“Shaping the future of Broadwater Farm Estate together to be a safe, welcoming neighbourhood creating a lively place to be, ensuring high quality homes that support the wonderful sense of community and create opportunities for residents to play, work and socialise through improved open spaces and facilities.” Broadwater Vision

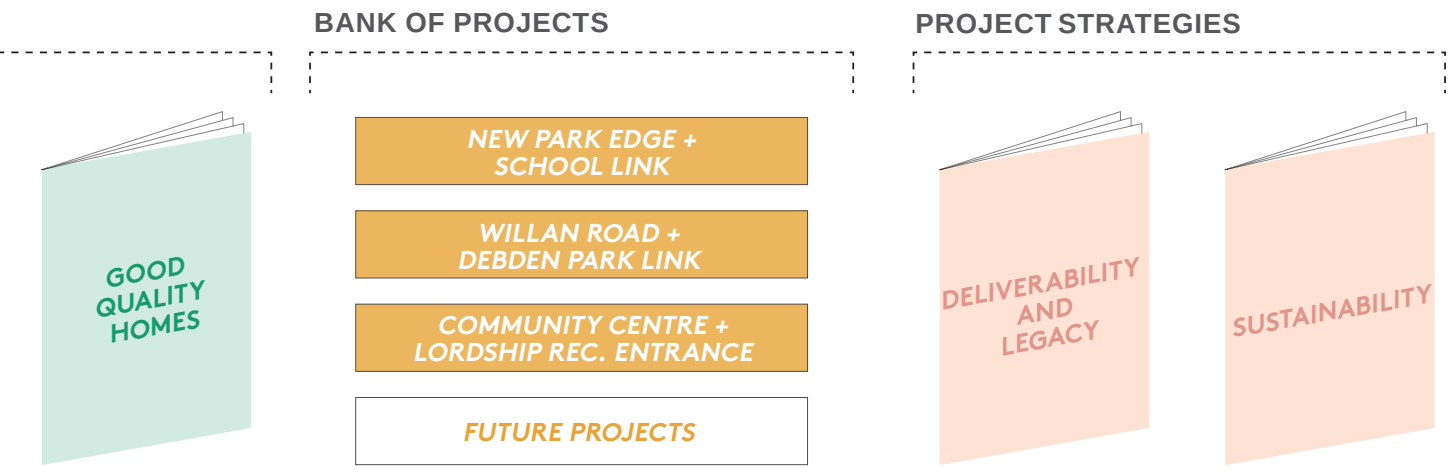


Framework structure

The aim of this Urban Design Framework (UDF) is to set out the vision for Broadwater Farm Estate and how that vision can be delivered. The UDF sets out a number of design strategies, that will provide a holistic placemaking approach across Broadwater Farm Estate, in line with the overall vision. It will also establish how to prioritise proposals and projects which will support the delivery of the vision.

This framework has been developed to ensure that the vision for the future of Broadwater Farm Estate is deliverable. The design strategies within the document have been tested through the engagement with the community and will help shape future change and will ensure that future physical change aligns to the vision.

The final framework will also set out a series of projects, which will support the delivery of the vision and can be further developed with the community. However, the most significant investment projects, in the form of the new homes and refurbishment projects are well developed with the community.





1.1 Context

The Council's adopted Site Allocations DPD (2017) identifies the Broadwater Farm Estate for "improvements of the housing estate to improve stock, design of the site and routes through the area". The **Site Allocation 61** requires a masterplan to be prepared for the area, this is being addressed through the preparation of the UDF which sets our clear principles to guide future development and provides a context for planning applications.

The UDF considers the neighbourhood holistically also so as to ensure that the Council's overarching **regeneration and placemaking objectives** are met. Acting as a high level masterplan it sets a series of urban strategies that will ensure a joined up approach to estate-wide improvements and interventions.

Residents, the local community and a wide range of stakeholders have informed the development of the framework and vision through Estate wide engagement events, the Community Design Group and focused stakeholder workshops. The vision reflects the existing character of the buildings and public realm whilst delivering improvements that communities on the Estate want.



Broadwater Farm Estate Today

The UDF aims to improve and enhance the visual and physical experience of the Estate. Broadwater Farm Estate has a distinct character that contrasts dramatically from the surrounding terraced streets. The Estate has gone through multiple alterations, to understand the character of the Estate it is important to try to consider the original ambitions of the project and the evolution of the neighbourhood over time.

The Estate was designed and built in the late 1960s embracing a modernist approach to communal housing with large linear blocks connected with elevated walkways. The Estate had twelve buildings ranging from four to nineteen storeys providing 1060 homes.

The neighbourhood was envisaged as an example of a new way of living following modern standards: A dense neighbourhood in comparison with the surrounding area with access to large amenity spaces and commercial facilities situated within the Estate at deck level.The separation of pedestrians from the streets through the raised decks was unsuccessful, the separartion of the Estate from the surrounding neighbourhood has brought challenges too.

Following a consultation with residents in 2018, it was agreed that Tangmere and Northolt blocks need to be demolished and rebuilt due to their structural issues.

A strategic and cohesive approach is sought to improve the attractiveness and quality of public space and buildings in the area. The character of the new homes, the approach to refurbishment and the bank of projects seek to celebrate the unique architectural character, whilst addressing some of the failings particularly the ground floors.

Neighbourhood Moves Scheme

The council's Neighbourhood Moves Scheme will ensure that eligible Broadwater Farm residents are prioritised for the new council homes that are built on the estate. Secure tenants will be able to bid for the new homes, enabling them to apply for a home which meets their needs without having to move off of the estate or move away from family and friends.

The scheme works by prioritising those within a 250 metre radius of the demolition of council homes, which means the whole of the Broadwater Farm estate will be included.

The development will deliver family homes and Broadwater Farm residents will be able to benefit from these. Eligible families will be prioritised for homes more suitable for their needs and other properties on the estate will then be freed up for those who need them.

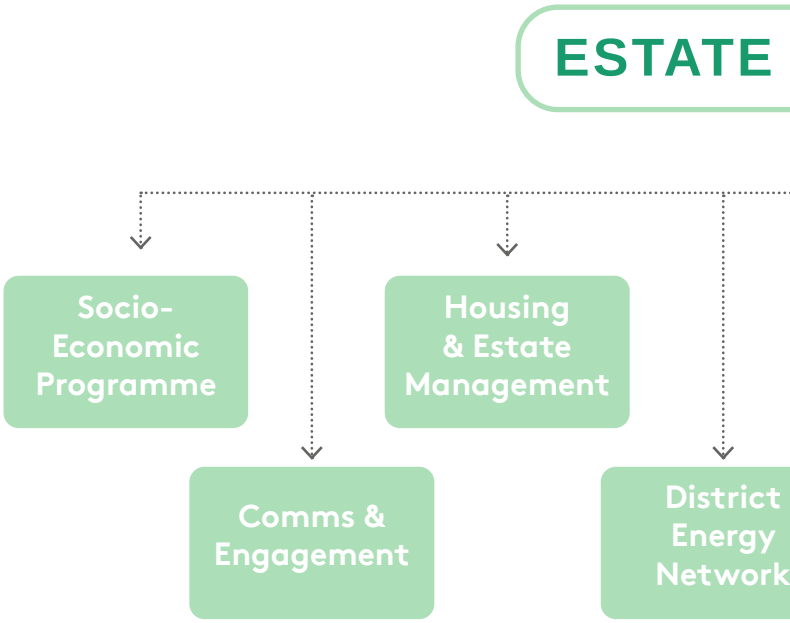
1.2 Estate Improvement Plan

Haringey Council and Homes for Haringey are working in close collaboration with residents and the wider Broadwater Farm community to create and deliver the most comprehensive and wide-reaching Estate Improvements Programme within the estate's history. This includes delivery of replacement and new, much needed high quality and modern council homes, refurbishment and public realm improvements.

Since spring 2020, the Design Team have been working closely with residents and the Broadwater Farm wider community as well as Haringey Council and Homes for Haringey to develop high quality design proposal that meet residents' aspirations and vision for the Estate.

Phase 1 New Homes

Creating new homes on the sites of Tangmere, Northolt and the opportunity sites offers the potential to create half a mile of new city streets for Broadwater, streets that connect Broadwater and importantly, streets that can support a successful neighbourhood incorporating spaces to work, shop, learn and play.

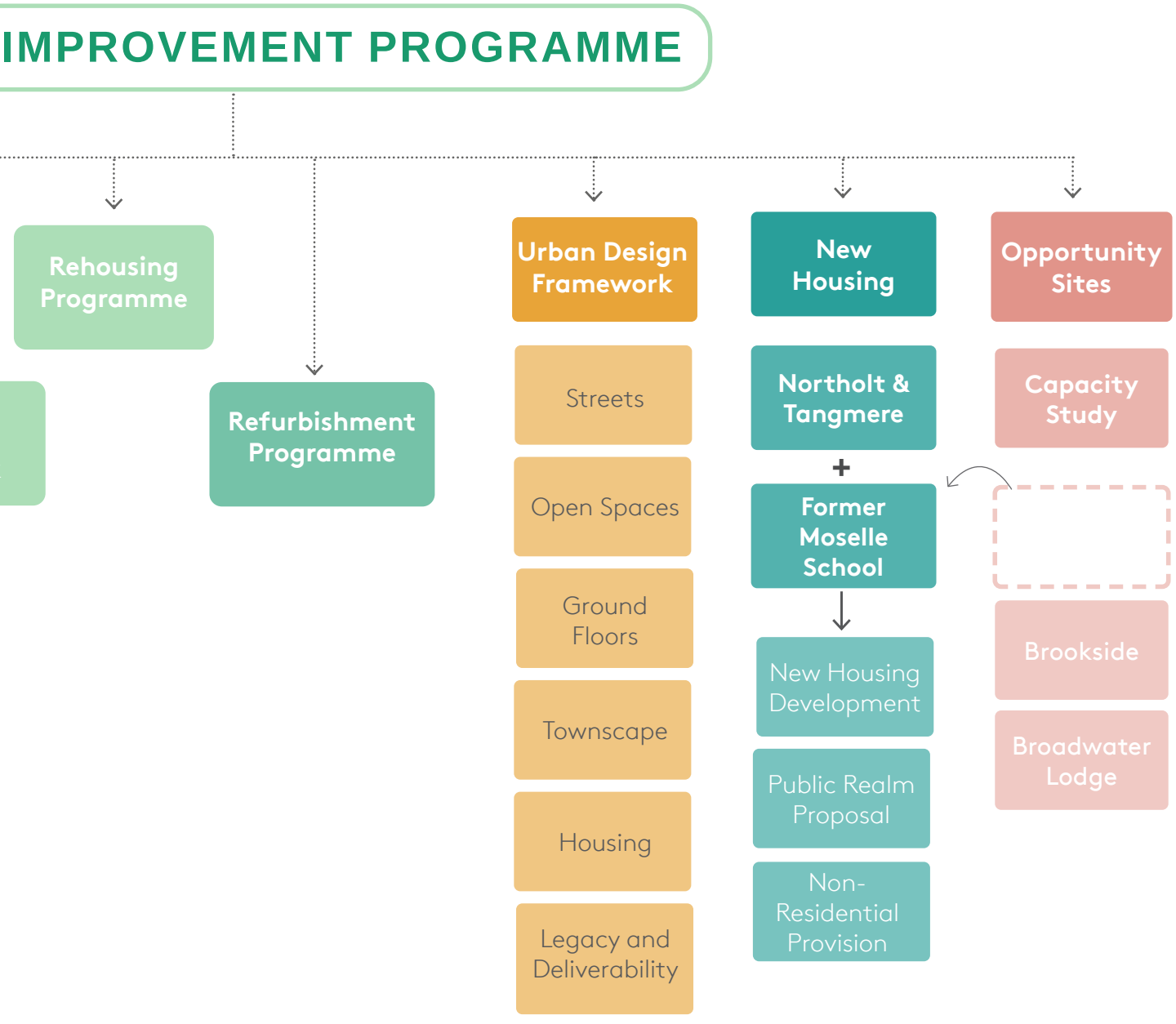


Refurbishment of Existing Homes

The council is considering refurbishment and improvements alongside structural works that are required to existing blocks. Engagement with residents over the years has made it clear that the quality of homes and blocks is a top priority. The UDF sets out how investment in refurbishment can contribute to the estate-wide improvement plan.

Bank of Projects

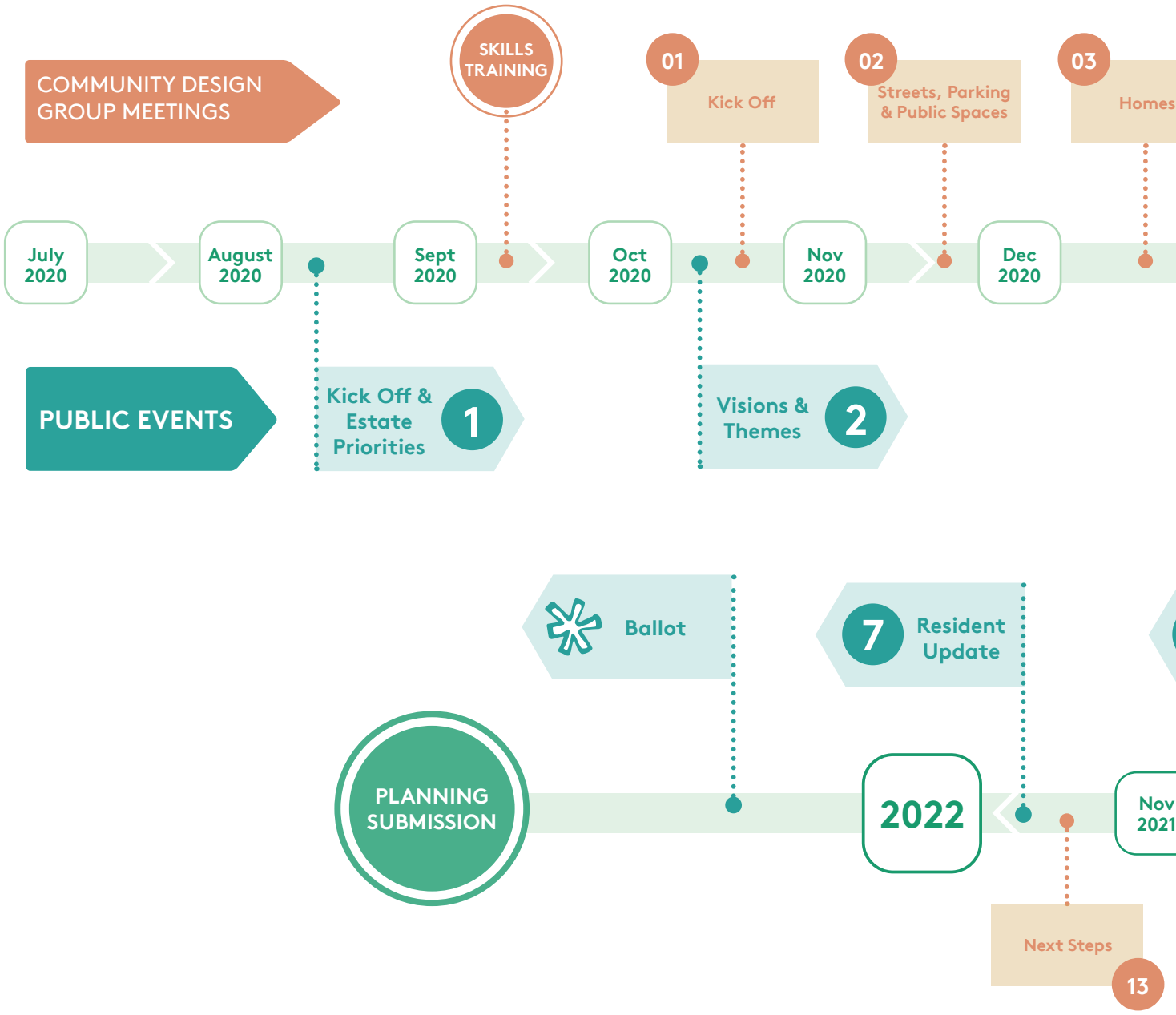
There are a broad range of opportunities for improvement, celebration and renewal within Broadwater Farm Estate. The UDF will bring together a series of ideas for interesting, community focused, welcoming interventions. This toolbox of possible interventions includes enhancements to public realm, ground floors of buildings, communal spaces and community facilities.



1.3 Resident Engagement

The Urban Design Framework captures input from a wide range of community engagement events. This is an ongoing process that will help to establish the priorities for the Bank of Projects and to identify the phasing for delivery of the Estate Improvement Plan.

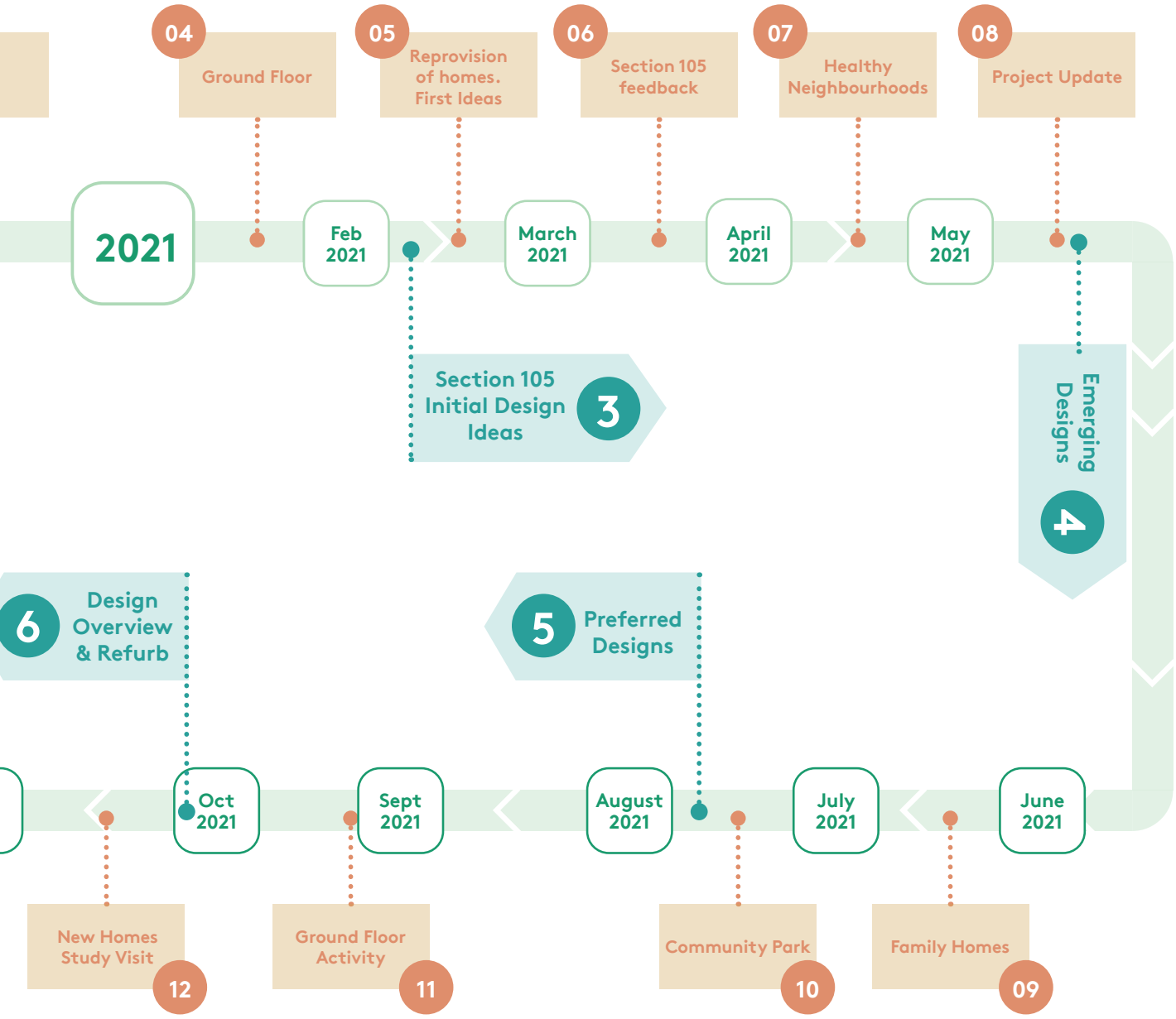
The ballot planned for early 2022 will seek resident's support for the new homes to be delivered to replace Tangmere and Northolt.










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Ground Floor
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Reprovision of homes. First Ideas
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Section 105 feedback
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Healthy Neighbourhoods
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Project Update
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1.4 Broadwater Farm Estate Vision

Designing new homes at the heart of the estate, offers a once in a lifetime opportunity to think about the layout of the estate and about how these new homes can be designed to support wider improvements such as safer streets and welcoming recreation areas. All changes should build on what is already great about Broadwater Farm, whilst considering improvements residents want and need.

The aim is to support a healthy and active community, provide new homes and explore improvements such as; improved community facilities, new affordable workspace, as well delivering new and improved open space and recreation areas where people can play, relax and socialise in a neighbourhood where they feel welcome, safe and proud.

The Urban Design Framework seeks to protect and enhance the Estate to improve the experience for existing residents and the wider community. A rigorous approach has been undertaken to analyse and capture what already exists to ensure that the strategy and proposals are specific to the context. Community engagment has informed the urban strategies and the bank of projects, the framework captures residents' desires for the following:



- A safe and welcoming neighbourhood that integrates with its surroundings, enables social interaction, encouraging a culture of safety and freedom.

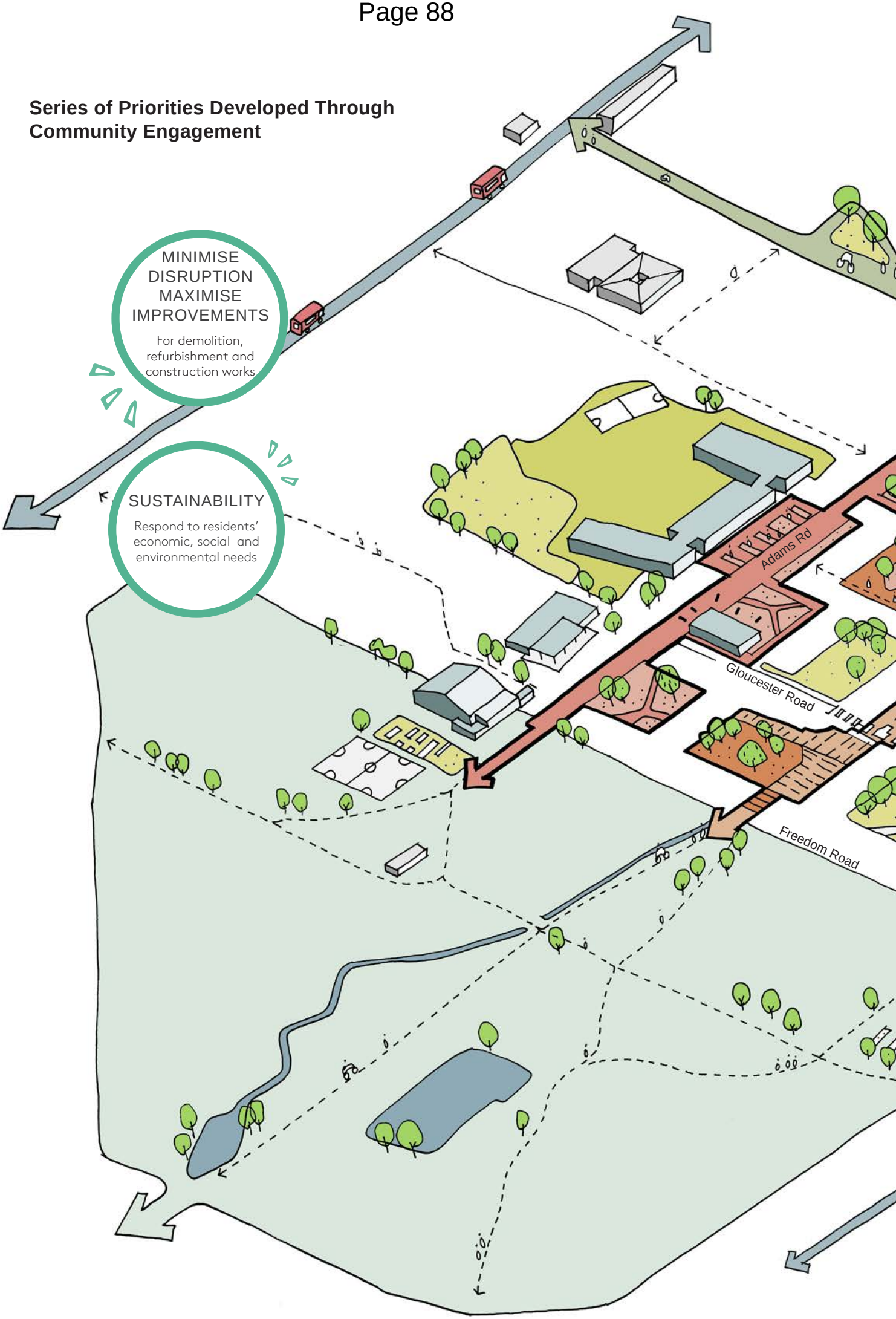
- A connected place that promotes sustainable, healthy and active lifestyles, and allows business and communities to flourish.

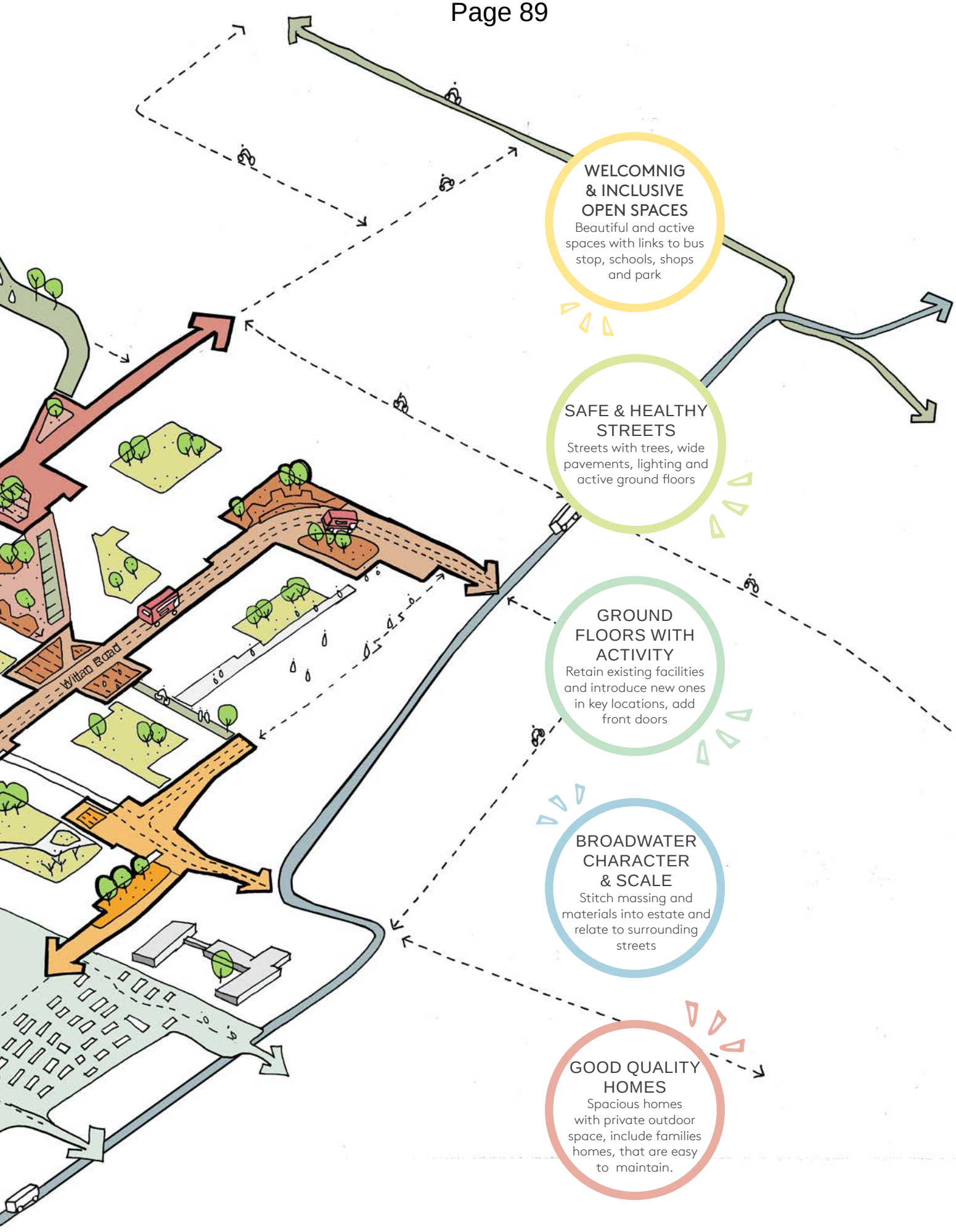
- An affordable and stimulating work environment that offers economic opportunities and promotes local businesses.

- A unique character that reflects the identity of the estate and its strong sense of community.

- New and existing homes that provide comfortable living environment, are sustainable and attractive.

Series of Priorities Developed Through Community Engagement





WELCOMNIG & INCLUSIVE OPEN SPACES

Beautiful and active spaces with links to bus stop, schools, shops and park

SAFE & HEALTHY STREETS

Streets with trees, wide pavements, lighting and active ground floors

GROUND FLOORS WITH ACTIVITY

Retain existing facilities and introduce new ones in key locations, add front doors

BROADWATER CHARACTER & SCALE

Stitch massing and materials into estate and relate to surrounding streets

GOOD QUALITY HOMES

Spacious homes with private outdoor space, include families homes, that are easy to maintain.



Illustrative view of Gloucester Road with new homes on Tangmere plot

Placemaking on Broadwater

Building on the existing positive qualities and sense of community **redevelopment** of key areas at the heart of the Estate reprovides homes and provides additional homes and better services. All courtyards are given a distinct character, and are enclosed by improved ground floors of existing buildings. Exercise circuits, sensory gardens and raingardens enrich and activate the public realm, giving absolute priority to pedestrian and cyclist and **enhancing biodiversity**.

The site's confusing, car dominated ground floor is turned into a **network** of **pleasant, direct walking routes** across the estate, linking key destinations. New public realm at entrance points welcomes residents and visitors entering the site and allow better connections with the surroundings.

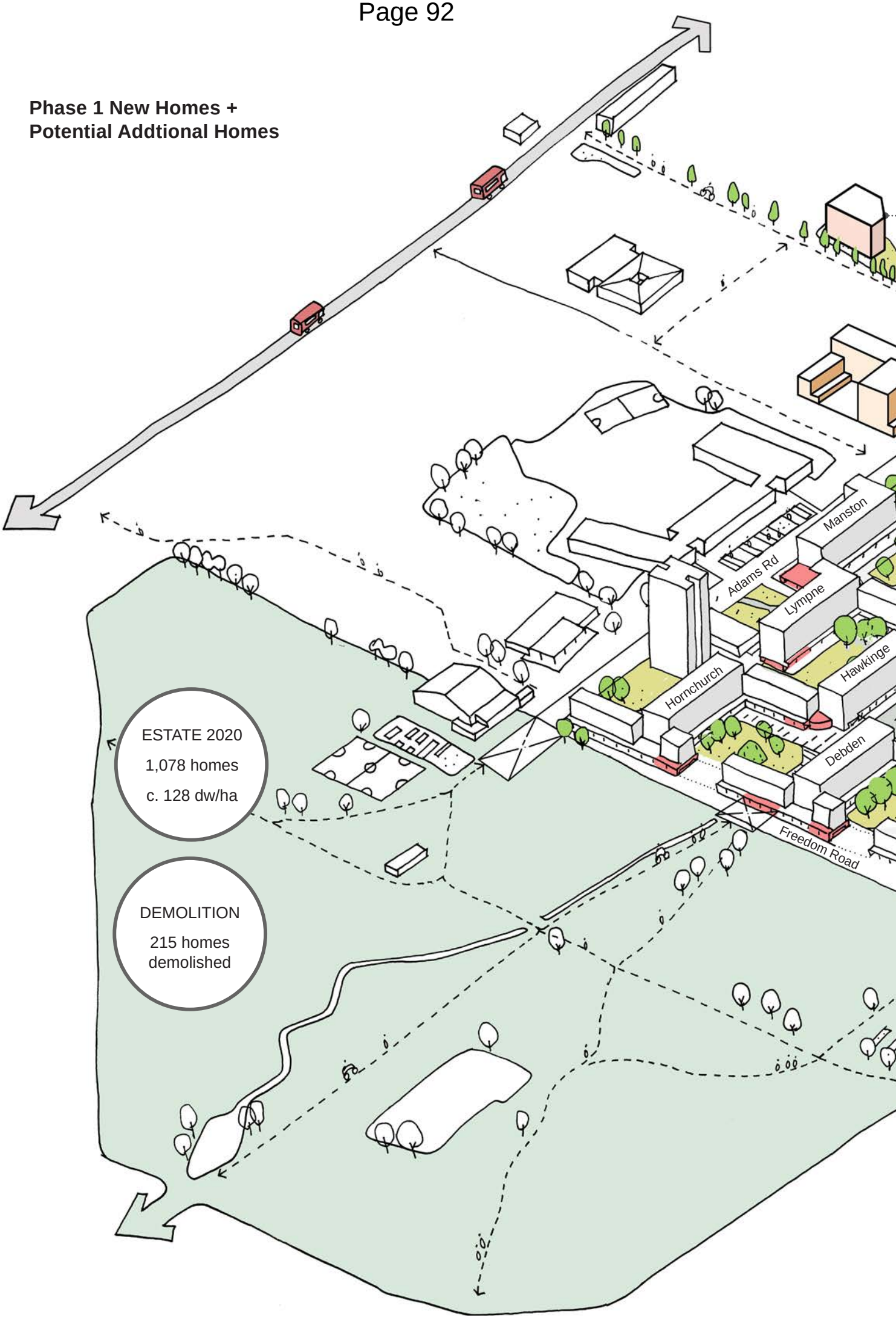
New and improved streets **create a central route** across the estate from south-west to north-east. This diagonal network, and an improved Adams Road leading to Lordship Recreation Ground, enable people to enjoy walking through the estate, to rest on their way and feel safer along these routes day and night.

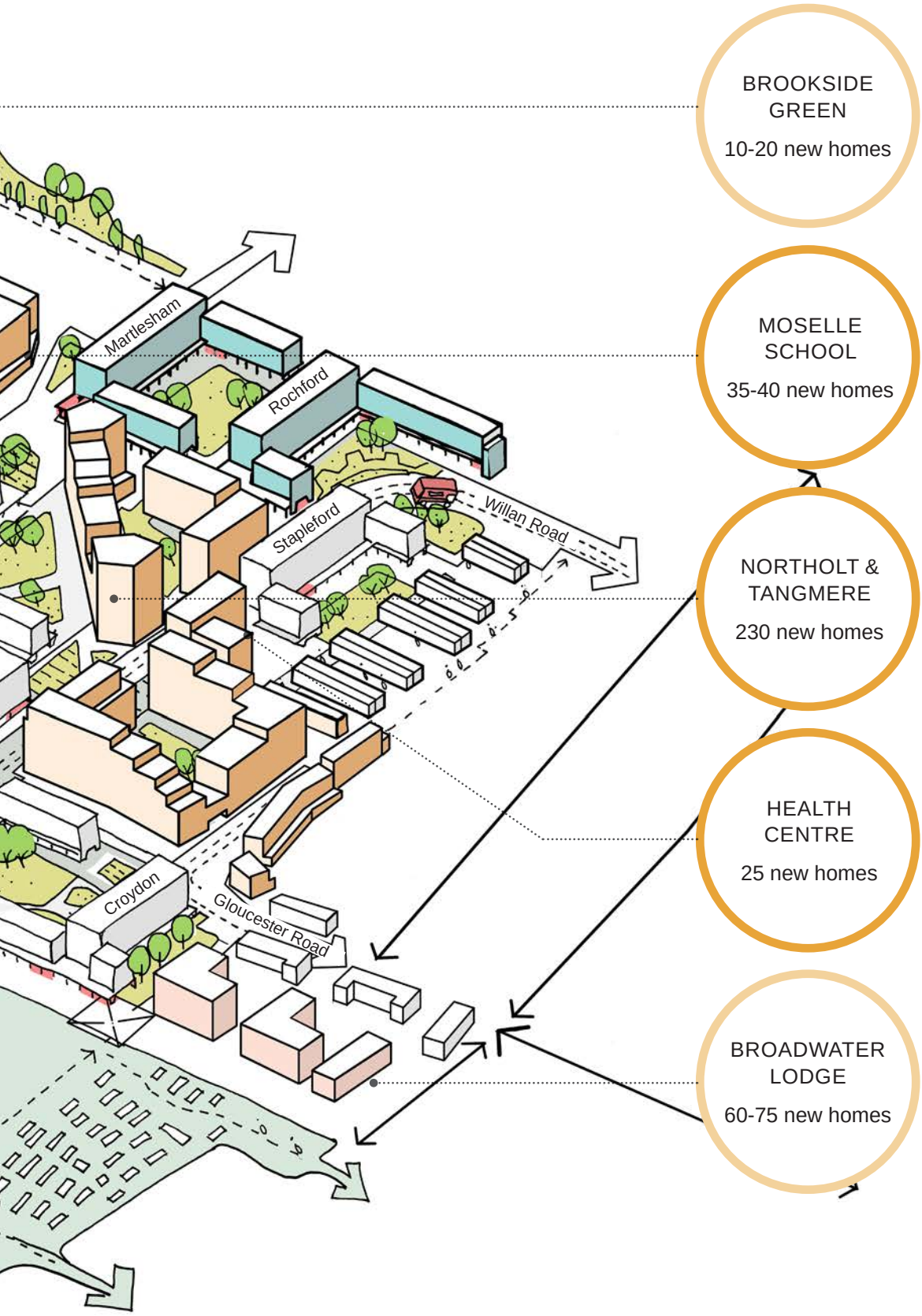
A **wide range of amenities**, public facilities and local businesses are within reach in the neighbourhood. Boundaries and thresholds of the estate are transformed into public spaces that **celebrate a sense of arrival** and a connection with the surrounding areas.

Key public spaces along main streets are **enclosed by mixed-use activities** reprovided in new buildings. Improvements are made to courtyards, with sport amenities, play spaces and public art **creating destinations**.

Secondary communal entrances to existing buildings are improved in their appearance and layouts with integrated bin and bike stores to **declutter the public and communal space at street level** and inspire a sense of security.

Phase 1 New Homes +
Potential Addtional Homes





BROOKSIDE GREEN

10-20 new homes

MOSELLE SCHOOL

35-40 new homes

NORTHOLT & TANGMERE

230 new homes

HEALTH CENTRE

25 new homes

BROADWATER LODGE

60-75 new homes

1.5 Urban Strategies

There are a broad range of opportunities for improvement and renewal within Broadwater Farm Estate. The UDF brings together a series of ideas for community focused, welcoming interventions on the Estate. These principles respond to the site analysis, planning policies and the identified opportunities. They have been refined and developed with the local community so they respond to local needs and ambitions.

All proposals are subject to further stakeholder consultation and agreements, which will vary from element to element.

It is important that any improvements made can be maintained. Haringey Council and Parks Team are developing maintenance strategies that will be discussed and agreed with relevant stakeholders, to ensure longevity.



1. Safe and Healthy Streets

Redefining the character of existing streets to reduce the current car domination and make better connections to the wider area. Streets should be clear routes that are defined by the buildings connecting key destinations.

- Simplifying routes
- Prioritise pedestrians
- Cycle improvements
- Parking management



2. Welcoming + Inclusive Open Spaces

To improve the character of the estate creating a greener, more sustainable and friendly environment. Open spaces should feel safe and welcoming, with:

- New community park
- Estate ‘greening’
- Spaces for play and relaxation
- New Estate entrances and civic spaces
- Improvements to courtyards

3. Ground Floors with Activity

To activate and improve the ground floor experience. Existing facilities will be improved and some re-located in new buildings. Improvements to existing buildings based on residents' feedback.

- Community facilities
- Daytime activity
- Undercroft improvements
- Events and activation



4. Broadwater Character & Scale

To improve the sense of arrival, new buildings should relate to the estate character and surrounding streets. The size and layout of new buildings should aid wayfinding and address security.

- Massing and views
- Character and materials
- Wayfinding
- Public Art

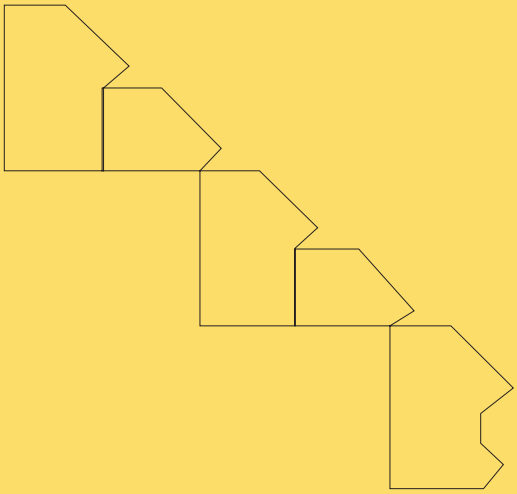


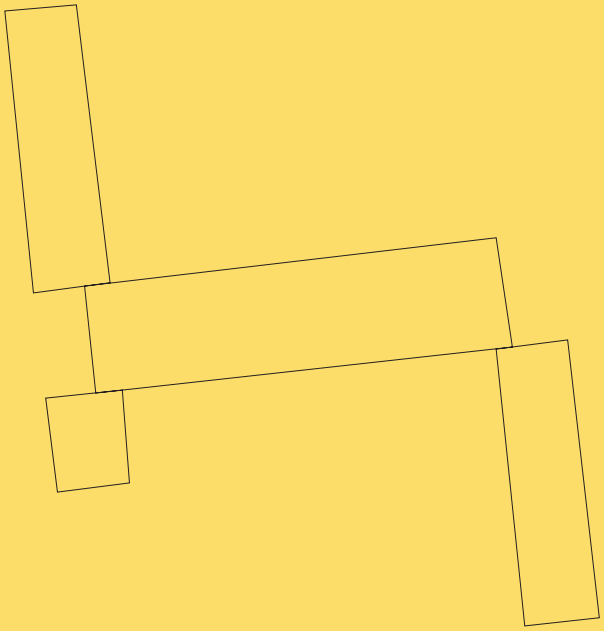
5. Good Quality Homes

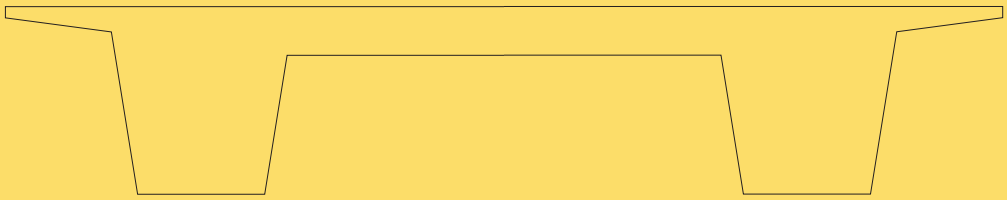
New developments should provide more family homes on the Estate in response to housing need.

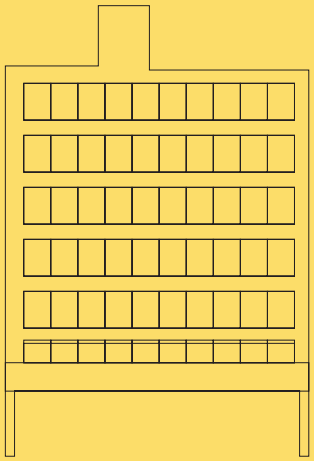
Old and new homes must have access to safe and secure communal entrances, bins and bike stores. All homes, must be designed to be thermally efficient and meet all policy requirements.

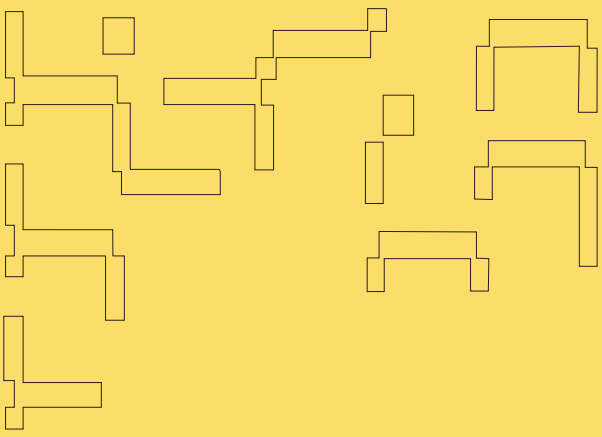












Broadwater Farm Estate

New Homes Design Summary Report
- November 2021 -



XCO2 East VELOCITY Transport Planning Karakusevic Carson Architects Homes for Haringey Haringey LONDON

2.1 INTRODUCTION

Haringey Council and Homes for Haringey have been working in close collaboration with residents and the wider Broadwater Farm community over the past 16 months to create and deliver the most comprehensive and wide-reaching Estate Improvements programme within the estate's history.

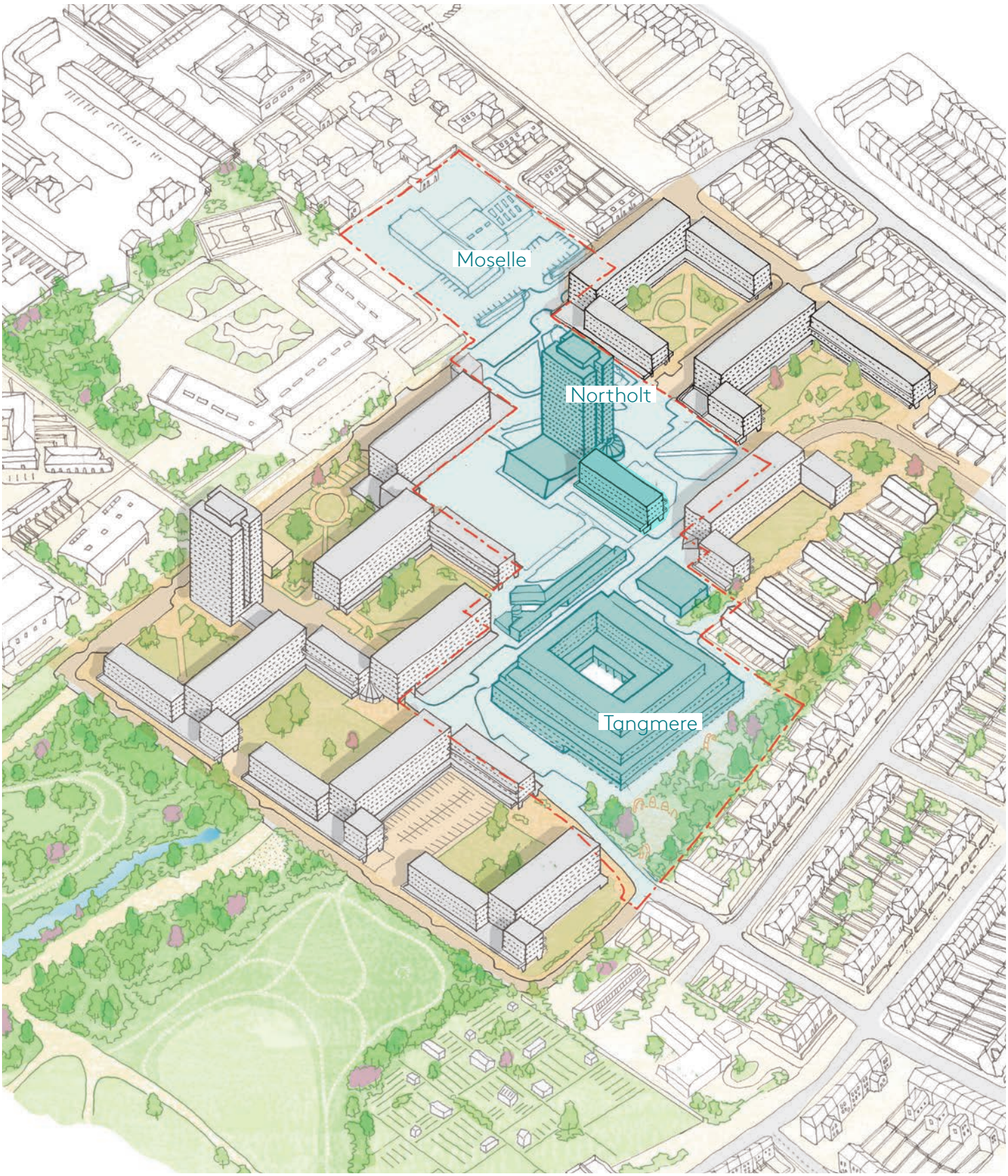
We want to create a fairer and more equal community by ensuring residents have safe and welcoming homes that meet their needs and by maximising opportunities for local people including new jobs, new skills and training opportunities – ensuring the existing community and future generations can actively participate in and benefit from the investment in their neighbourhood and thrive.

Providing new council homes on the Tangmere, Northolt and Moselle School sites is at the heart of this ambition. These sites offer a unique opportunity to ensure that the buildings, the layout and the design of the estate supports the Broadwater Farm Community - that it meets their needs and delivers the improvements that they want to see to their facilities and shared spaces.

This document is a summary of the design proposals for these sites. The design proposals are based on what residents have told us and align to the principles in the Broadwater Farm Urban Design Framework.

Four key priority areas that were developed through resident engagement





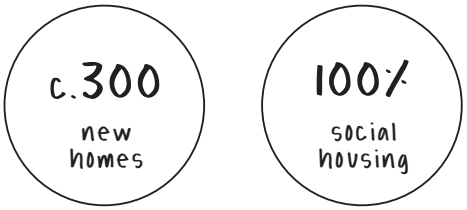
A sketch drawing showing the area for new homes and wider estate improvements.

2.1 OVERVIEW OF THE DESIGN PROPOSAL

The layout of the new homes and green and open spaces has been tested through a number of options with the community. The final layout is shown below:

The designs for Broadwater Farm will deliver:

- c.300 high quality new homes
- 100% council homes at social rents (bar any returning leaseholders)
- Improved green and open spaces
- Welcoming streets and better connectivity
- Support a safe and healthy neighbourhood

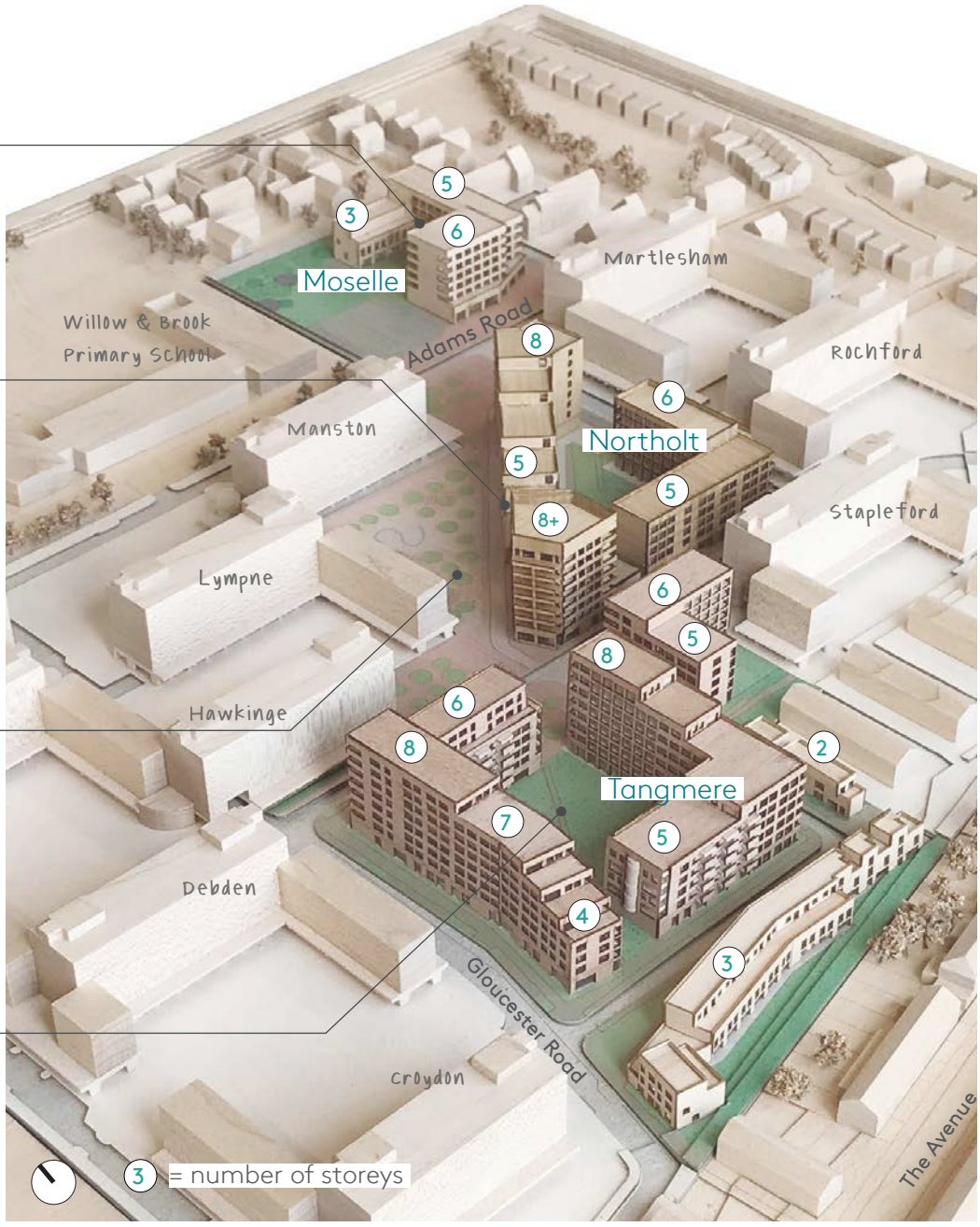


Scale: Similar to the existing buildings with stepping roof terraces reflecting the shape of current Tangmere.

Tallest buildings: Taller building at the heart of the estate. Height is reduced as you approach the estate on Gloucester Road. No homes are located above 8th floor.

Open Space: Memorial Gardens reprovided at the heart of the Estate as new green route and community park along the path of the Moselle river.

Courtyards: These have been developed based on your feedback to balance openness and security.



Former Tangmere & Health Centre Site:

- Around 160 new council homes.
- New Wellbeing Hub with relocated GP and other services.
- Improved and more attractive streets with wider pavements.
- Usable courtyard space.
- Front doors and gardens for ground floors homes.

c.160 homes



Former Northolt Site:

- Around 95 new council homes.
- Improved public spaces are centre of estate.
- A new community park and relocated memorial garden.
- New squares surrounded by new local work spaces.
- Safe and easy routes through the estate.

c.95 homes



Former Moselle School Site:

- Around 40 new council homes.
- A new shop.
- Reprovided school parking and play area.
- Parallel parking on Adams Road.
- Improved pedestrian and cycle access to schools, community centre and Lordship Recreation Ground.

c.40 homes



Broadwater Farm Estate Overall:

Homes		Density		Habitable Rooms	
Existing	Proposed	Existing	Proposed	Existing	Proposed
1078 homes →	c.1136 homes	215 homes/ha →	c.221 homes/ha	7072 hab rooms →	c.7460 hab rooms

1. HIGH QUALITY HOMES

1.1 KEY PRINCIPLES

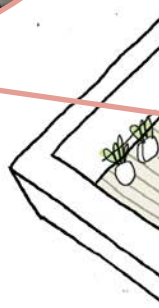
A key principle of the design proposals is to deliver high quality council homes. The proposals for the new council homes are set out below.

Key proposals

1. Delivery of circa 300 new council homes.
2. A mix of houses, maisonettes and flats.
3. Between 30-35% of the new homes will be family sized homes with 3 or more bedrooms.
4. All new homes will meet or exceed the latest Haringey and GLA design standards:
   - dual aspect as a minimum
   - storage provision in flats above minimum standards
   - private outdoor amenity space
   - kitchens and living spaces separated in larger homes
   - latest energy efficiency standards.
5. No homes will be above the 8th floor.
6. Sensitive architectural appearance relating both to existing estate and surrounding terraced streets.



Central dining space linking kitchen and living spaces



Living s
large sou
roof t

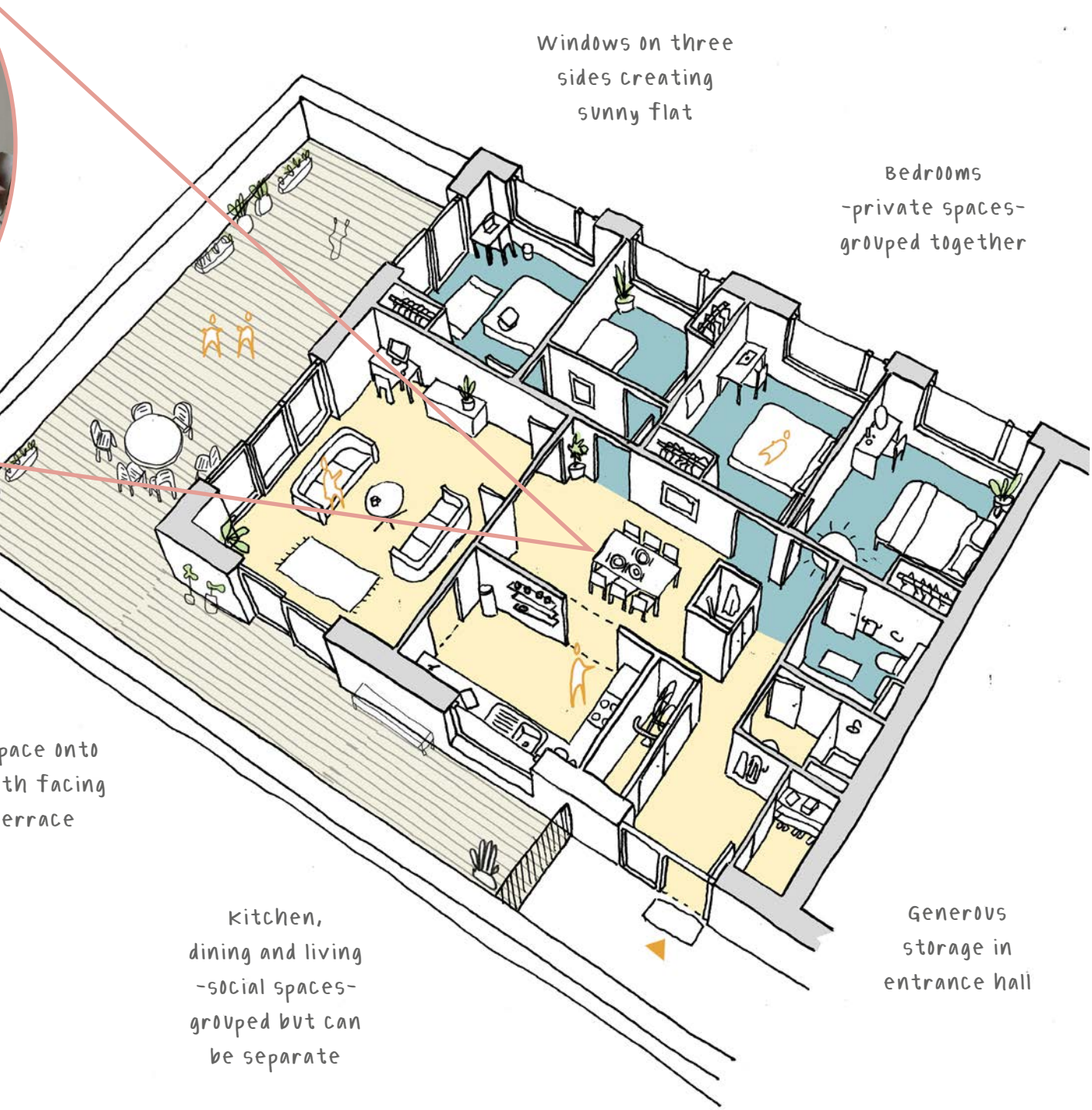
Prioritising Broadwater Farm Residents

The council's 'Neighbourhood Moves Scheme' provides the opportunity for eligible council tenants on Broadwater Farm to be prioritised for the new homes being built.

private spaces

social spaces

Example of a 4-bed family flat with generous terrace, taking advantage of the stepped form of the buildings.



1.2 TYPICAL DWELLING LAYOUTS

KEY QUALITIES OF NEW HOMES



Circulation through rooms

- Opening up circulation spaces (hallways) into rooms such as a dining space provides flexibility in how space is used.
- Can create the feeling of spaciousness.
- Connected spaces to allow long views and natural light through home.



Zoning and Separation

- Helping larger homes to accommodate several activities occurring at once.
- Zoned, rather than walled off, spaces can bring benefits of open plan living such as maximising views and natural light.
- At the same time, there can be flexibility to create separation when needed or preferred.



Private Outdoor Space

- Usable size to meet the needs of the residents.
- Feeling safe for relaxing and play.
- Carefully designed parapets and railings to create privacy whilst allowing light.



Built-in Storage

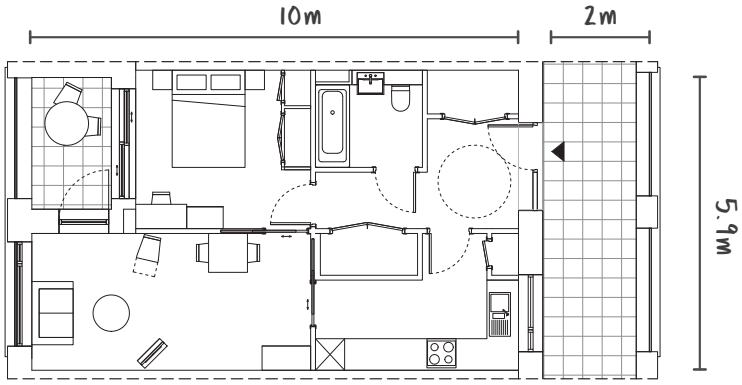
- Storage space close to front door for children's' bikes, buggies etc.
- Separate cupboard for closing off utilities.
- Space for storage on all floors.

1 bedroom flat

Proposed size:

50-54m² internal area

5m² outdoor space



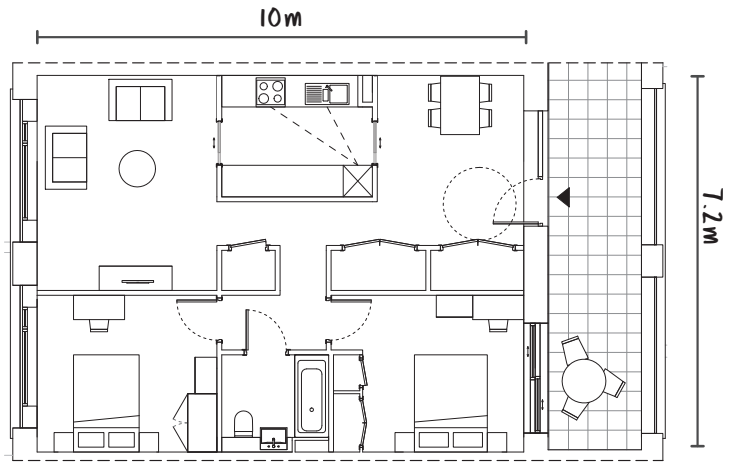
Indicative layout: 2 person flat with recessed balcony facing the street

2 bedroom flat

Proposed size:

70-77m² internal area

7m² outdoor space



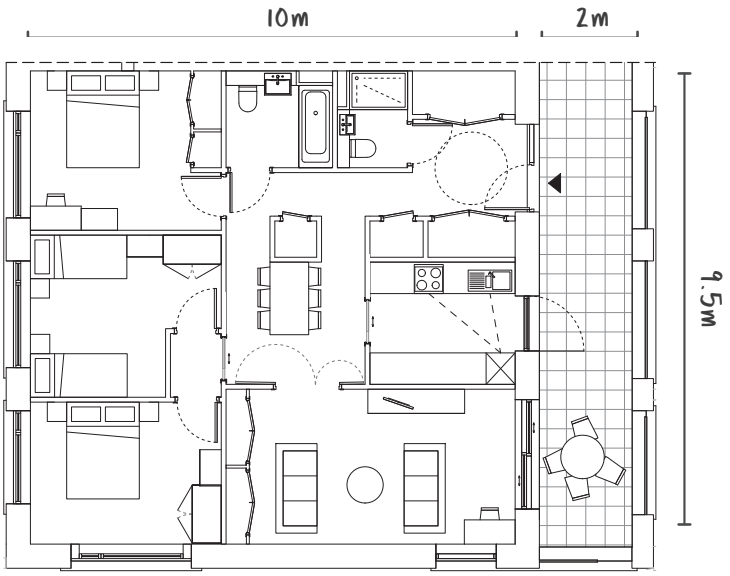
Indicative layout: 4 person flat with a central kitchen and end-of-gallery balcony space facing the courtyard.

3 bedroom flat

Proposed size:

95-99m² internal area

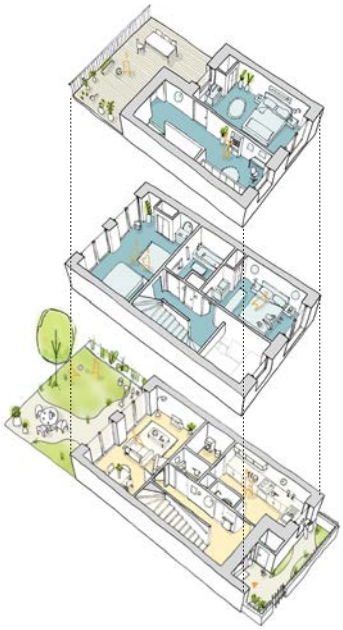
9-10m² outdoor space



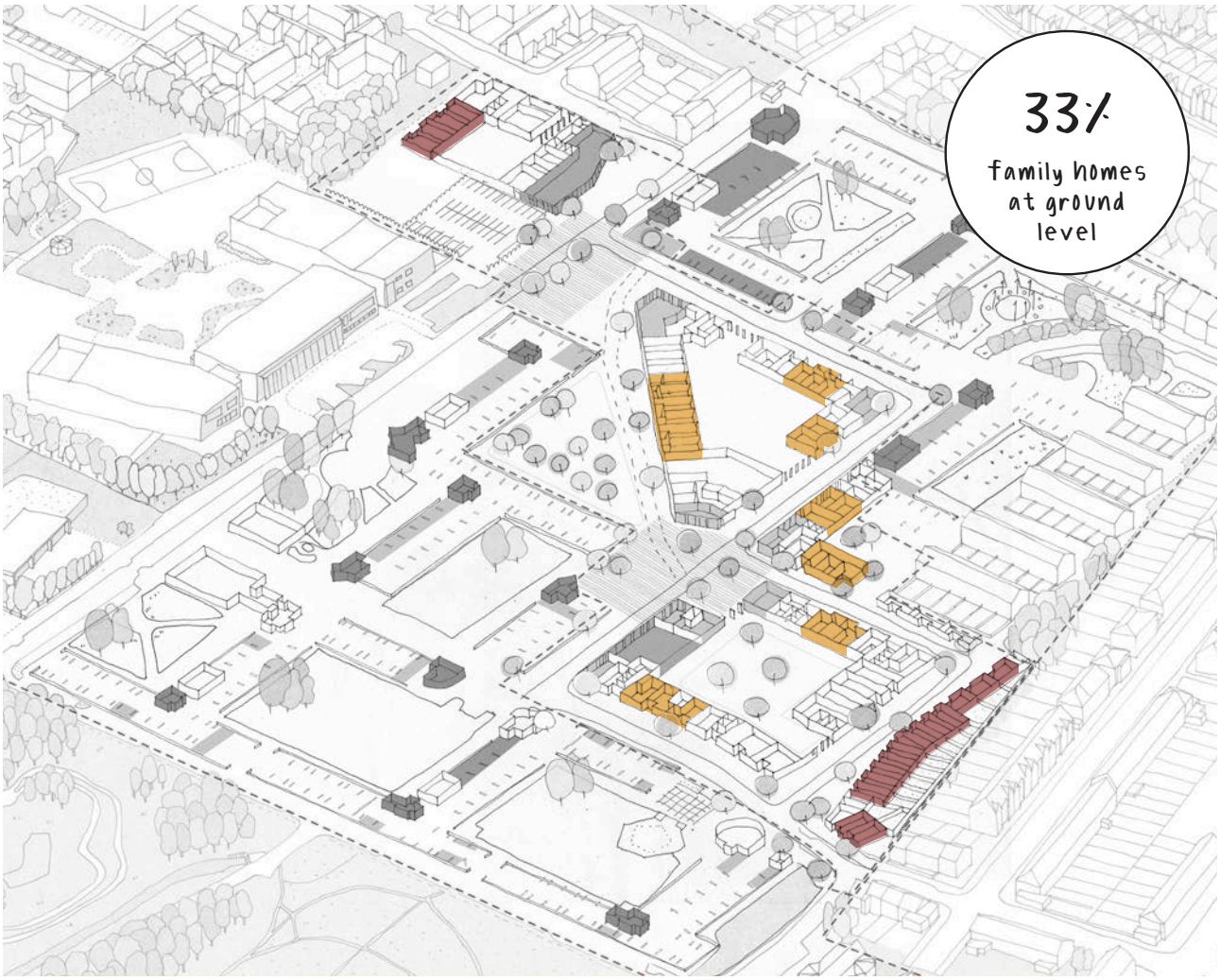
Indicative layout: 5-7 person flat situated at the end of blocks with windows on 3 sides and end-of-gallery balcony space.

1.3 LOCATION OF FAMILY HOMES

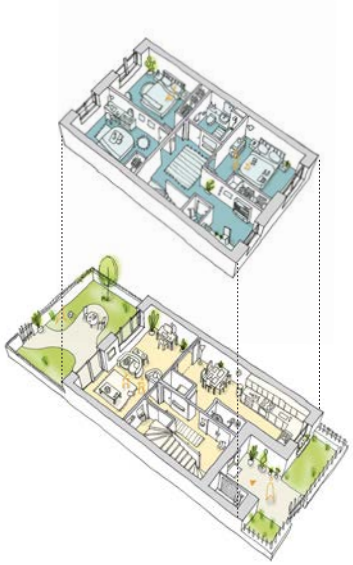
A. Terraced Townhouses are located on the edges of the estate, knitting into the surrounding terraced streets to the north and south.



Ground Floor Family Homes



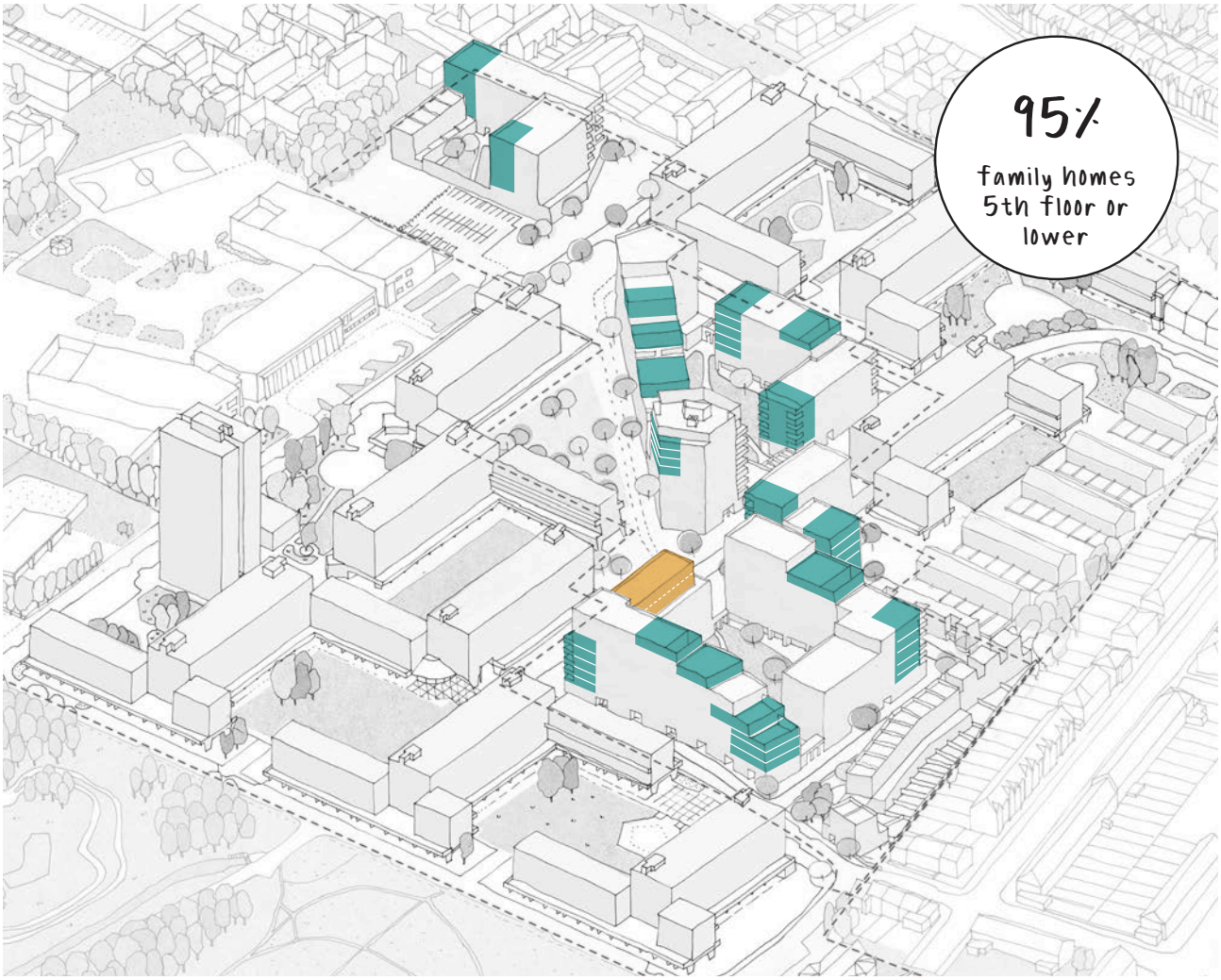
B. Maisonettes create private front doors easily accessed from the street with back gardens to the courtyard. They are also located on some top floors.



C. Upper Floor Flats are often triple aspect with generous corner balconies or stepping roof terraces.



Upper Floor Family Homes



1.4 TANGMERE FROM GLOUCESTER ROAD

Existing View: looking north with Tangmere on the right

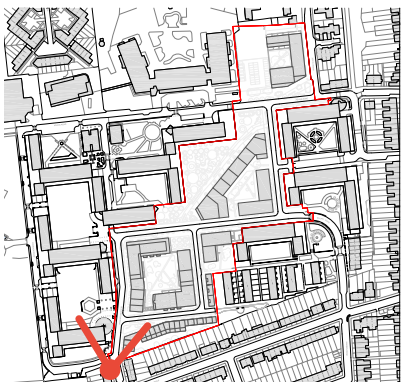


Proposed View: looking north with Tangmere on the right



New terraced houses and maisonettes provide ground floor family homes.

The stepped massing of the new Tangmere building creates well-sized private outdoor terraces for family sized flats at upper levels.



2. IMPROVED GREEN & OPEN SPACES

2.1 IMPROVED GREEN & OPEN SPACES

A key principle of the design proposal is to improve green and open space. The proposals for improved green and open space are set out below.

Key proposals

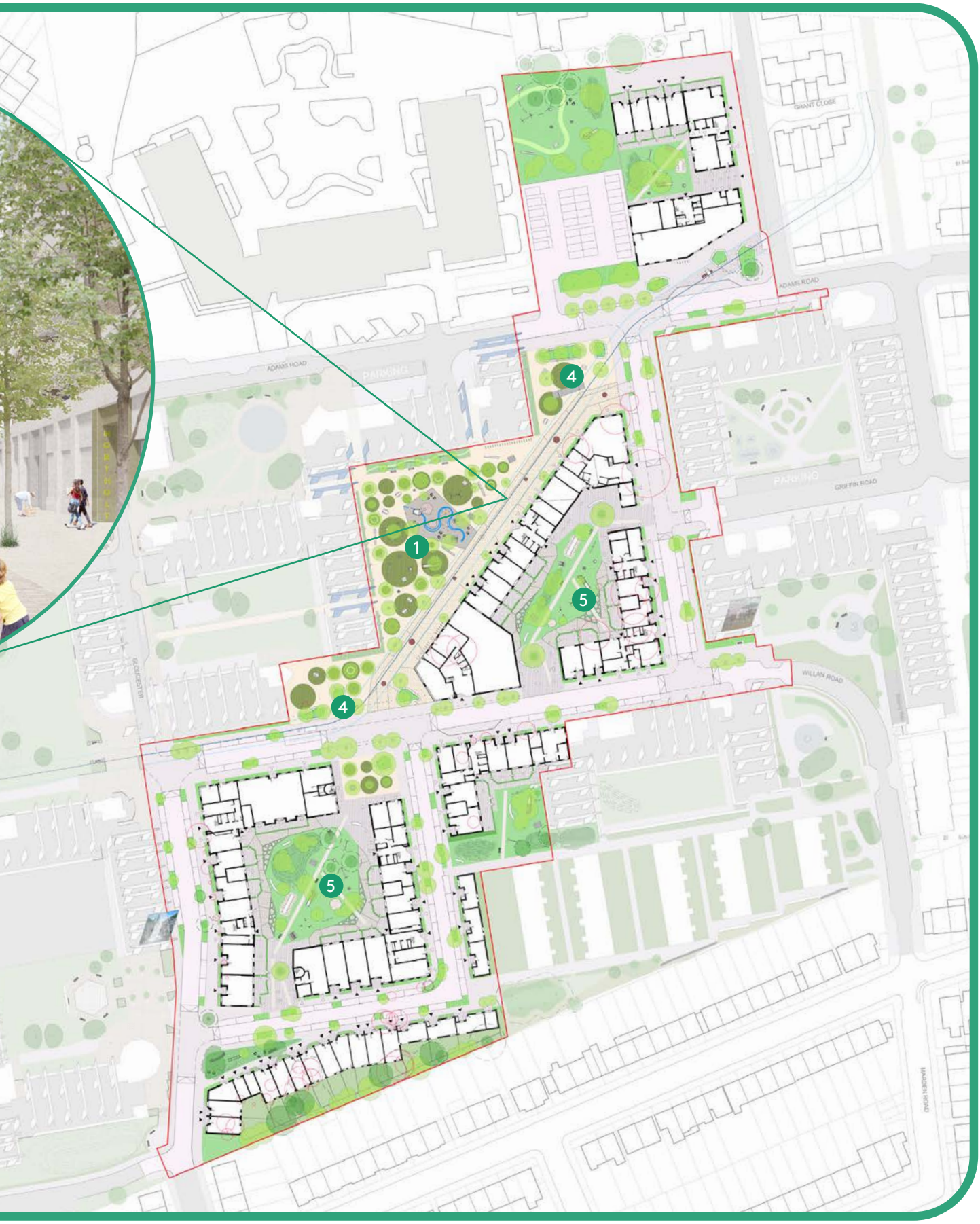
1. **A new public park** will be created in the heart of the estate, replacing the existing memorial gardens to the south, and providing additional space for play, recreation and gathering.
2. **Increase in green and open space**. The amount and quality of the open space on the estate will be increased and improved ensuring different types of spaces are provided. There will be no net loss of public space.
3. **Increased play space and equipment**, there will be an increase in play areas, with different forms of play for different ages.
4. **Two new civic squares** will be integrated into Willan Road and on Adams Road and linked by the new diagonal route. All new squares will incorporate tree planting, seating, sustainable urban drainage (SuDS) and opportunities for play.
5. The new blocks will be built around **open, semi-public courtyards** that allow through access but can be closed to offer security and privacy and mitigate noise and antisocial behaviour.



Proposed green route along edge of new park



Ground floor plan drawing showing proposed green and open spaces


ADAMS ROAD
PARKING
GRANT CLOSE
GRIFFIN ROAD
WILLAN ROAD
GLOUCESTER
MARDEN ROAD
1
4
5
4
5

2.2 COMMUNITY PARK DETAIL





Good visibility and attractive lighting will help this space feel safe and welcoming for everyone.

The park has a flexible design for a range of activities and will incorporate:

- The relocated Memorial Garden, designed through engagement with the Broadwater Farm Community.
- Places to sit and relax or meet up with friends and neighbours.
- Areas for exercising for teenagers and adults.
- Playable landscape for younger children, including a water based play space (see overleaf).



Climbing equipment in tree's

Example: Kalvebod, Coppenhagen



Seat / stage

Example: Einsiedler Park, Vienna

2.3 COMMUNITY PARK: WATER-BASED PLAY

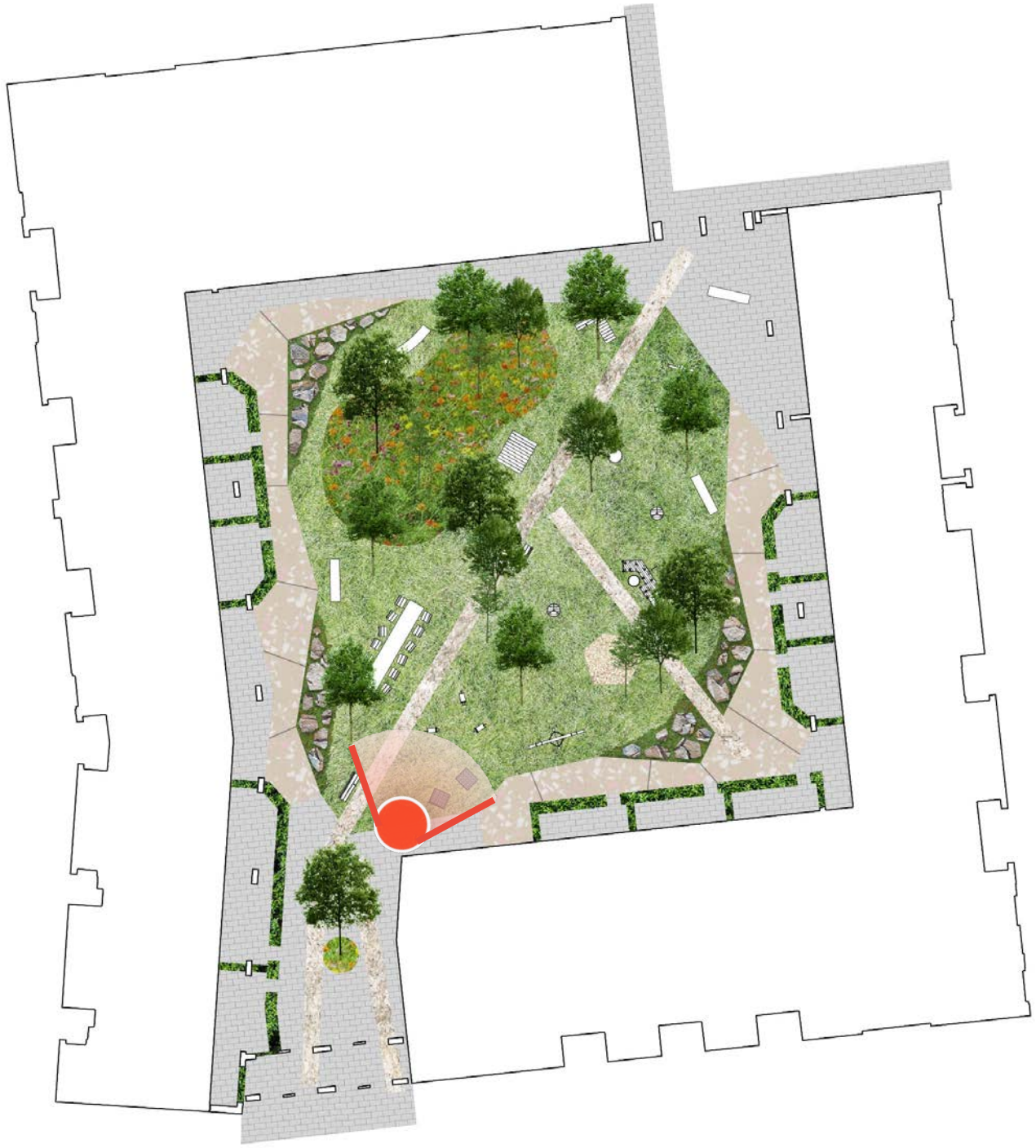


Illustrative view of park clearing incorporating water play



2.4 COURTYARDS

The residential courtyards are designed to balance the need to be open and allow clear sightlines during the day, whilst being able to be secured at night.



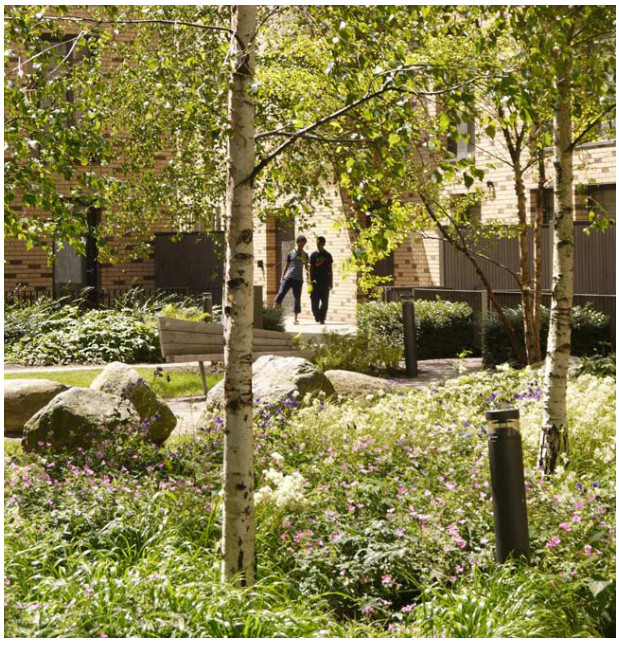
Illustrative plan of new Tangmere courtyard



Sketch view from within Tangmere courtyard towards Willan Road



Formal doorstep play equipment for 0-4 year olds, referencing the site's history as a Dairy Farm



Green spaces with native river valley planting Example: St Andrews, Bromley-by-Bow

3. WELCOMING STREETS & BETTER CONNECTIVITY

3.1 WELCOMING STREETS & BETTER CONNECTIVITY

A key principle of the design proposal is to create more welcoming streets that are better connected to wider routes. The proposals for new and existing streets are set out below.

Key proposals

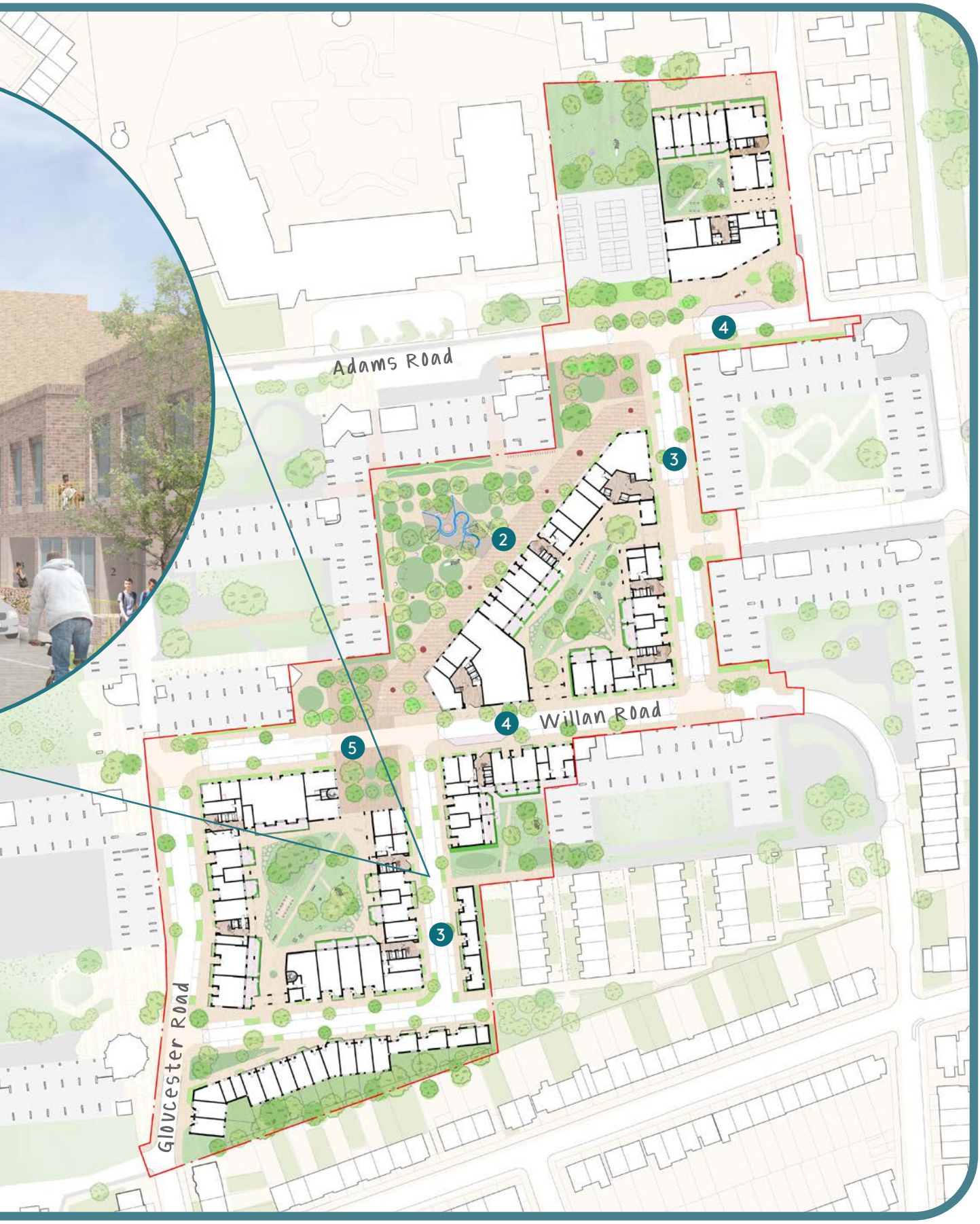
1. **A clear street layout** will be established, recognising Adams Road and Willan Road as the primary streets of the estate.
2. **A new diagonal pedestrian only street** through the estate creating a direct, strong safe, well-lit link through the estate.
3. **Introduction of two new streets** with front doors and clearly defined fronts and backs to buildings, to increase surveillance and safety
4. **Streets will be designed to be pedestrian friendly**, with wider footways, better lighting, regular street trees and dedicated crossing points. Parallel on street parking will be provided.
5. **The existing bus service will be maintained** and existing bus stop facilities will be improved to make it more welcoming and feel safer.



New residential street with front doors and generous pavements



Ground floor plan drawing showing proposed streets and parking


Adams Road
Willan Road
Gloucester Road
2
3
4
5

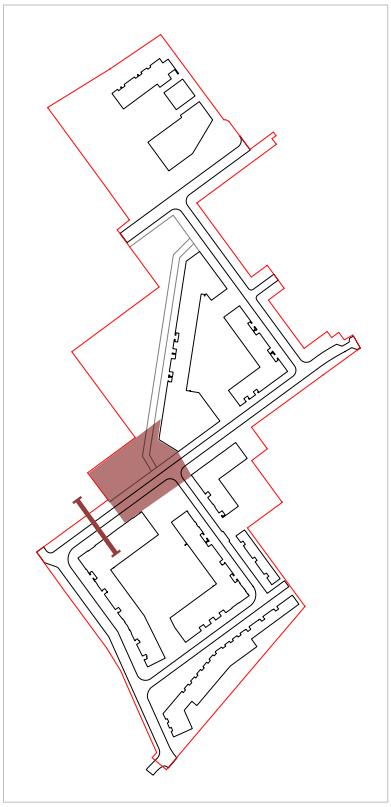
3.2 IMPROVED WILLAN ROAD



SuDs with integrated bus stop
Example: Edible Bus Stop, Lambeth



SuDs with integrated informal play
Example: White Hart Lane, Tottenham



Key plan showing location of civic space (below) and section (opposite)



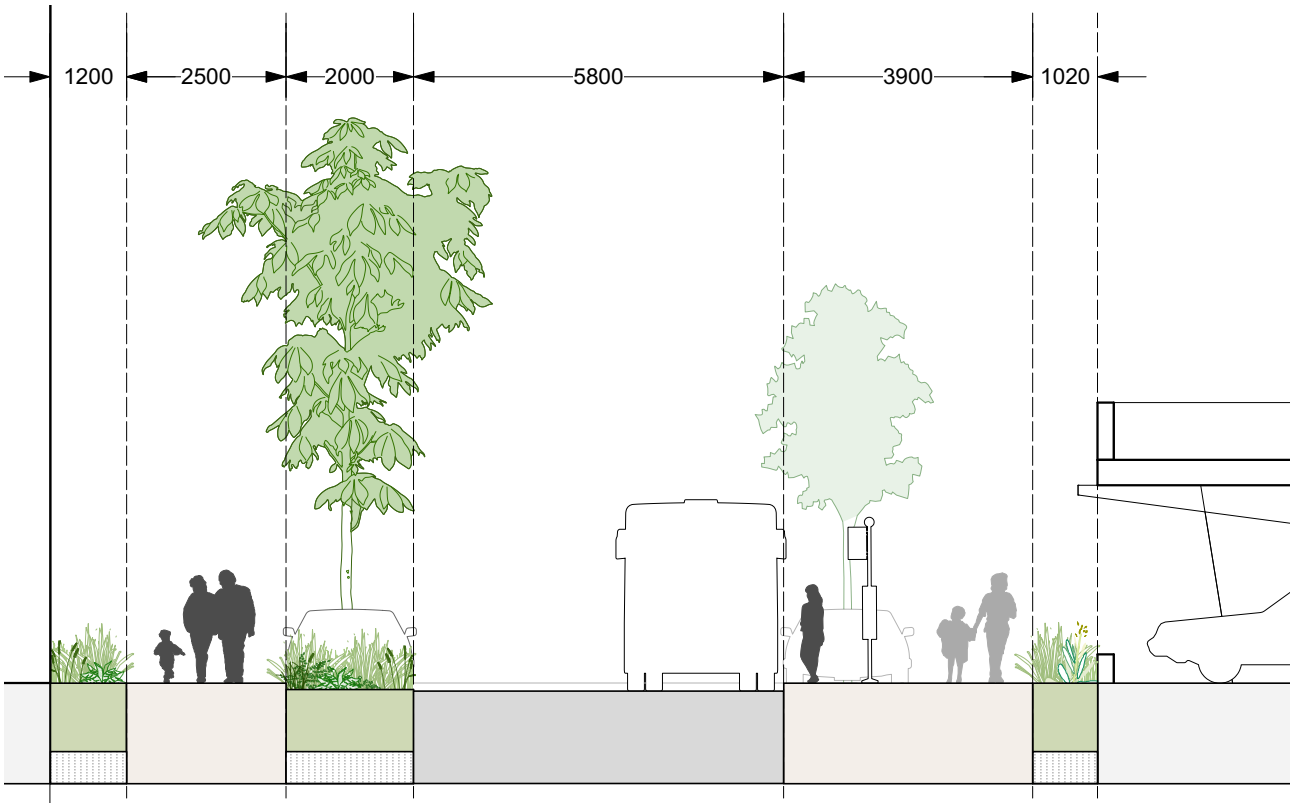
Illustration of proposed civic space on Willan Road



SuDS Street edge planting
Example: Vauxhall Walk, Vauxhall



SuDS Street edge planting
Example: Ferry Lane, Waltham Forest



Section through Willan Road

3.3 IMPROVED WILLAN ROAD

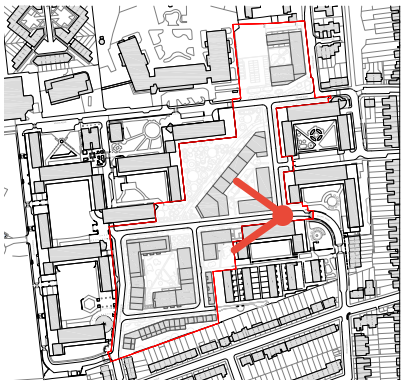
Existing View - looking west along Willan Road towards Tangmere



Proposed View - looking west along Willan Road towards Tangmere



The demolition of Stapleford north and the link bridge creates clear and welcoming views through the estate and along Willan Road.



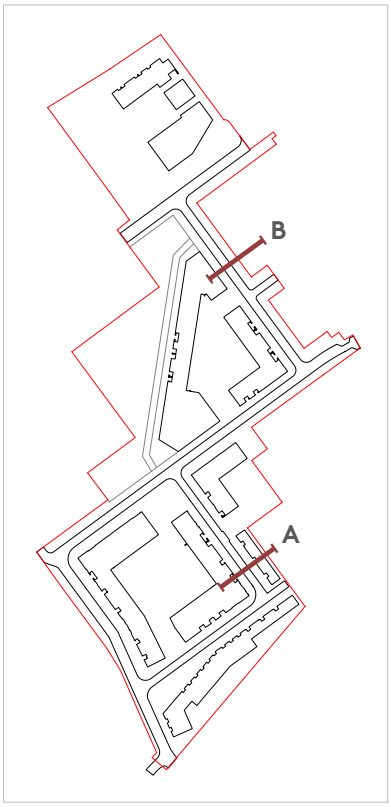
3.4 NEW STREETS



Entrance Mats: Clay Brick Paving
Example - White Hart Lane, Tottenham



Footways: Concrete & Sett Paving
Example - White Hart Lane, Tottenham



Key plan showing location of sections



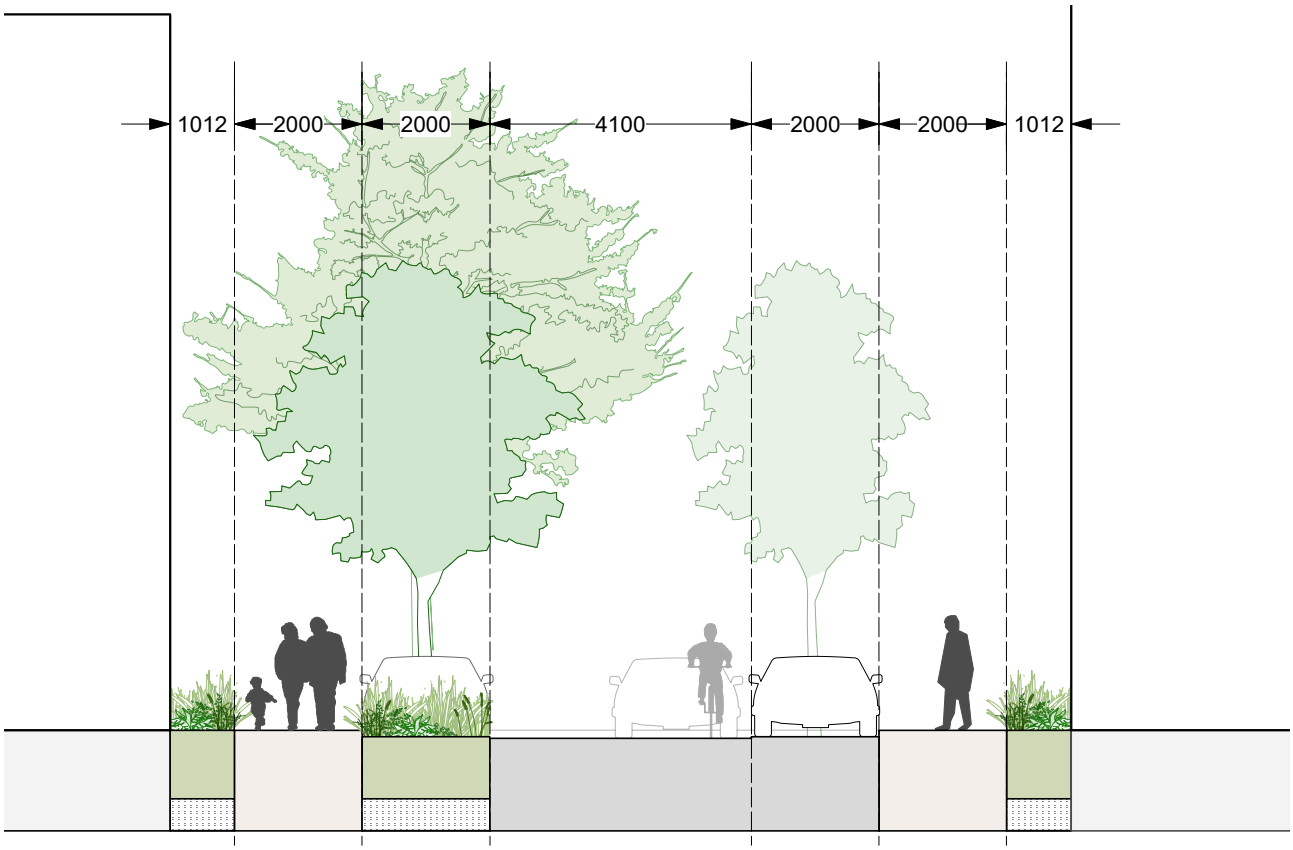
Section A through new N-S street linking Adams Road and Willan Road



SuDS Street tree planting
Example: Clarissa Street, Hackney



Street tree planting
Example: Haggerston, Hackney



Section B through new residential street

4. SAFE & HEALTHY NEIGHBOURHOOD

4.1 SAFE & HEALTHY NEIGHBOURHOOD

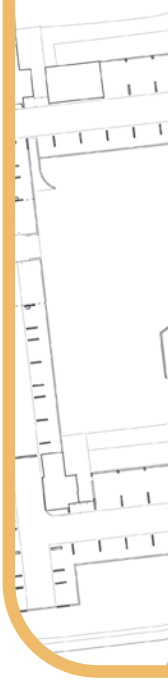
A key principle for the designs is to ensure that they support a safe and healthy neighbourhood. The proposals for active ground floors are set out below.

Key proposals

1. **New communal entrances** will be light and welcoming with access from the main streets.
2. **Small Business and Enterprise Space** - The existing Enterprise Centre will be rehoused and new and improved units, providing opportunities for entrepreneurship and employment for the Broadwater Farm community. The units will be dispersed throughout the estate to help activate key routes and public spaces.
3. The delivery of a **new Well-being Hub**, which will provide easy access to services residents need and will include the relocated GP service
4. **A new retail unit** will be provided on Adams Road on the ground floor of the new Moselle block and is intended to be used as a mini supermarket.



Small business spaces on key street corners



Ground floor plan drawing showing proposed location of non-residential uses

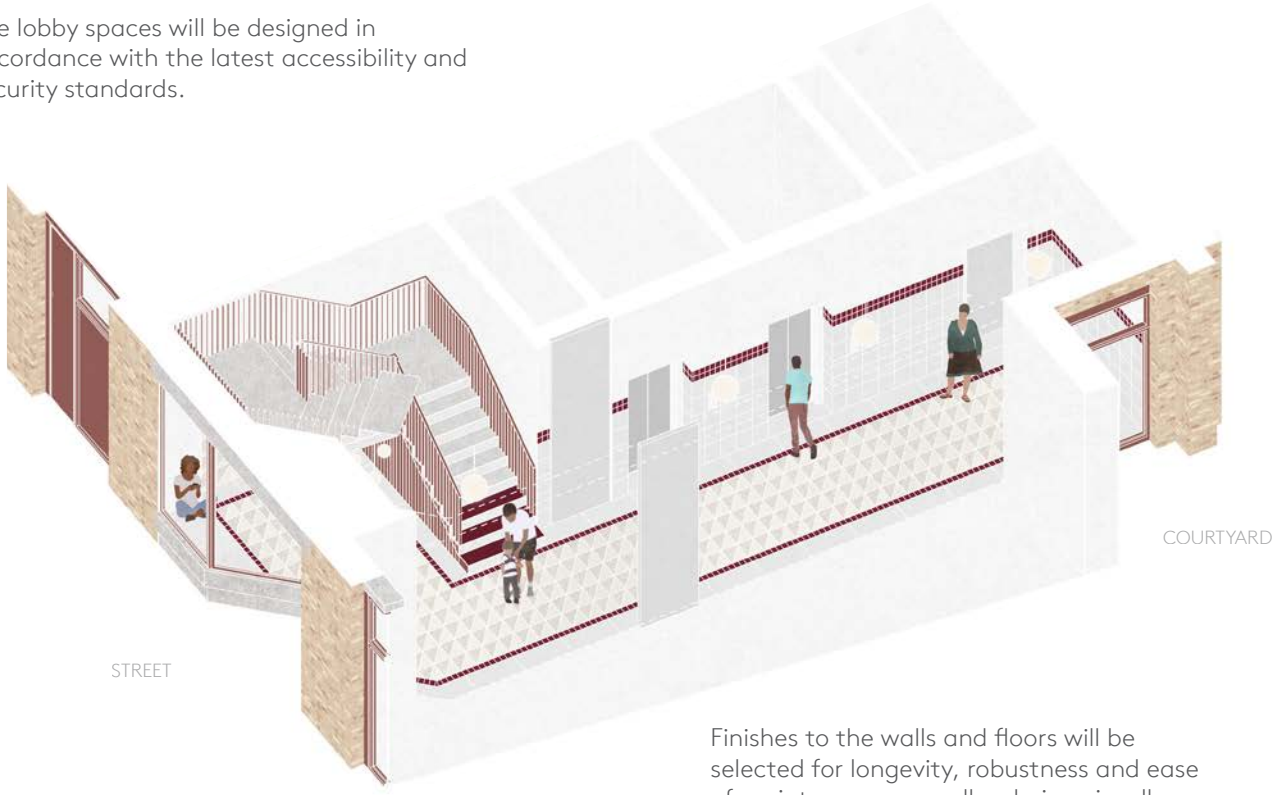

Willow & Brook
Primary Schools
ENTERPRISE
GRANT CLOSE
MOIRA CLOSE
ADAMS ROAD
WILLAN ROAD
GLOUCESTER ROAD
MARGEN ROAD

4.2 RESIDENTIAL ENTRANCES



Increased glazing and clear signage help create legible entrances, highly visible from the street.

The lobby spaces will be designed in accordance with the latest accessibility and security standards.

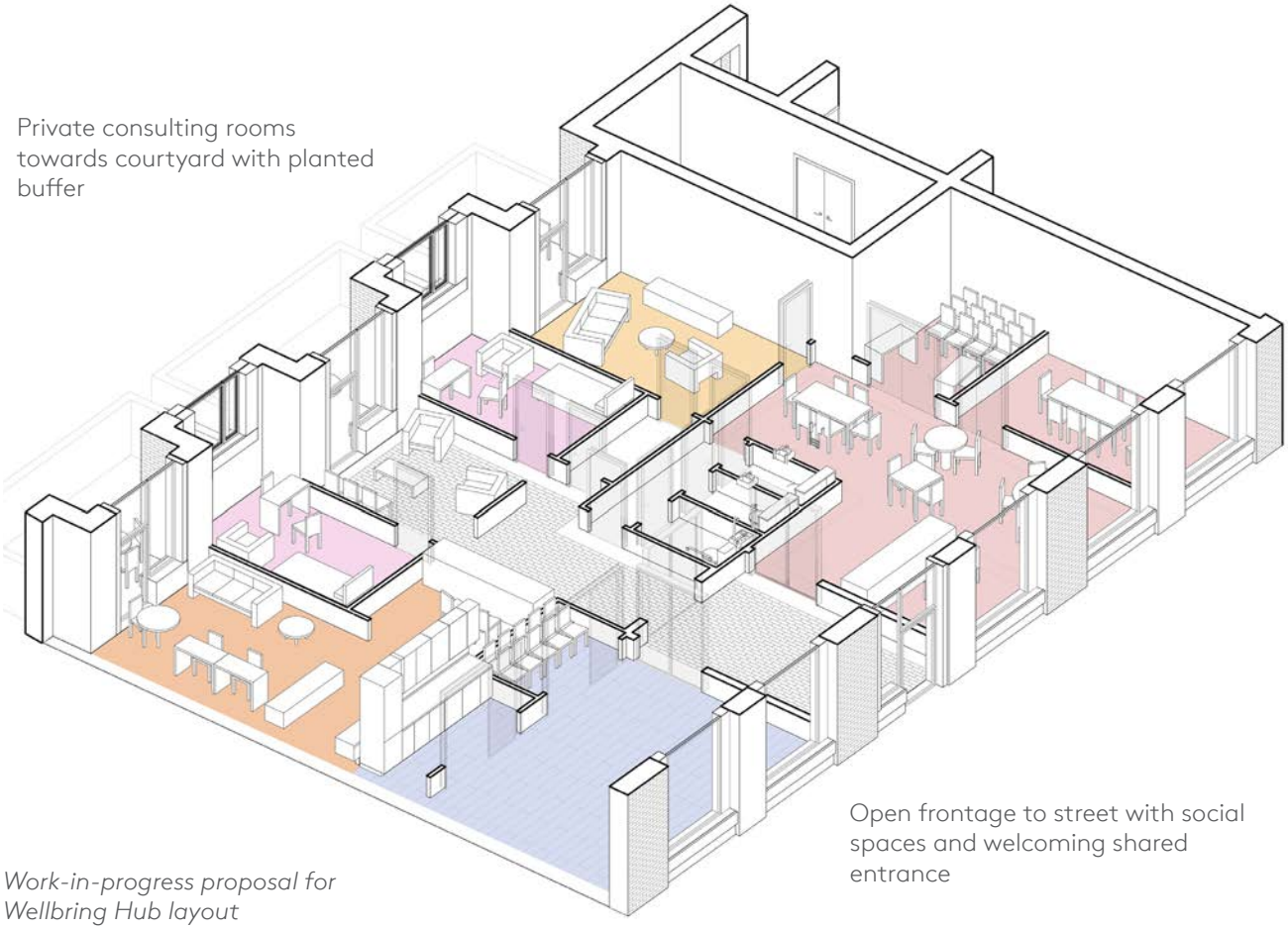


Illustrative proposal for residential lobby

Finishes to the walls and floors will be selected for longevity, robustness and ease of maintenance as well as being visually attractive.

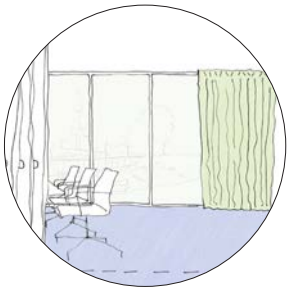
4.3 WELLBEING HUB

Private consulting rooms towards courtyard with planted buffer



Open frontage to street with social spaces and welcoming shared entrance

Work-in-progress proposal for Wellbring Hub layout



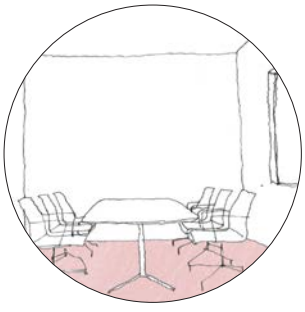
Social / Playspace



Consultation room



Quiet room



Connected Communities

4.4 SMALL BUSINESSES & WELLBEING HUB ON WILLAN ROAD

Existing View: looking east along Willan Road with Tangmere on the right

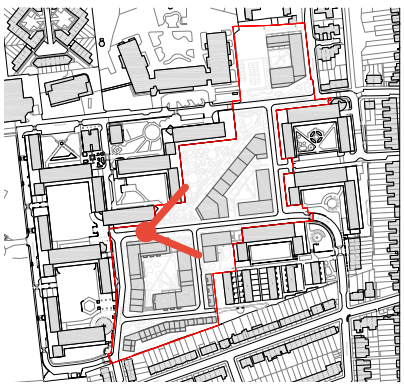


Proposed View: looking east along Willan Road with new Tangmere on the right



All new non-residential units will be designed to maximise street frontage, be clearly visible and accessible and be conveniently located.

The units will be located on key routes or corners and used to active the proposed public squares.



4.5 NEW SHOP ON ADAMS ROAD

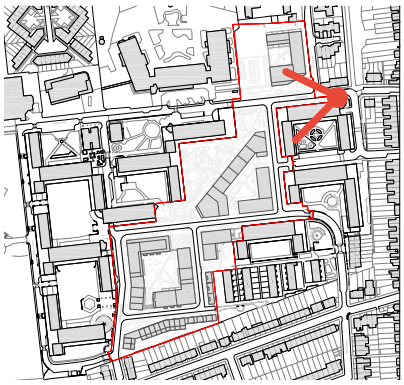
Existing View: looking west along Adams Road towards schools



Proposed View: looking west along Adams Road towards schools



The new retail space will be located on Adams Road, where there is more foot traffic, and the wellbeing hub and enterprise units will be located on Willan Road, in the centre of the estate and easily accessible for all residents.



5. BUILDING APPEARANCE & MATERIALITY

5.1 DESIGN APPROACH

The existing estate buildings are constructed with a concrete Large Panel System (LPS), which is very different to the brick and render of the surrounding 19th century terraced streets.

The appearance of homes has been developed to relate to the existing sense of place and architectural character of Broadwater whilst linking into the surrounding terraced streets.





Broadwater Farm and surrounding terrace houses

Reference projects:



Brick Piers and infill windows - Esch Sintzel Architekten



Expressed Gables - Meier Hug



Projecting Balconies - Boltshauser Architekten

Materials will be robustly detailed to provide durable and low-maintenance façades which will age gracefully over time.



Earthy brick tones similar to surrounding terraced streets, bringing warmth to colour palette



Varied concrete tones, textures and finishes to respond to existing concrete panels



Window frames and balustrade to respond to variety of existing colours

5.2 TANGMERE



Typical elevation: Tangmere

5.3 NORTHOLT



Typical elevation: Northolt

5.4 MOSELLE



Typical elevation - Moselle

5.5 TOWNHOUSES

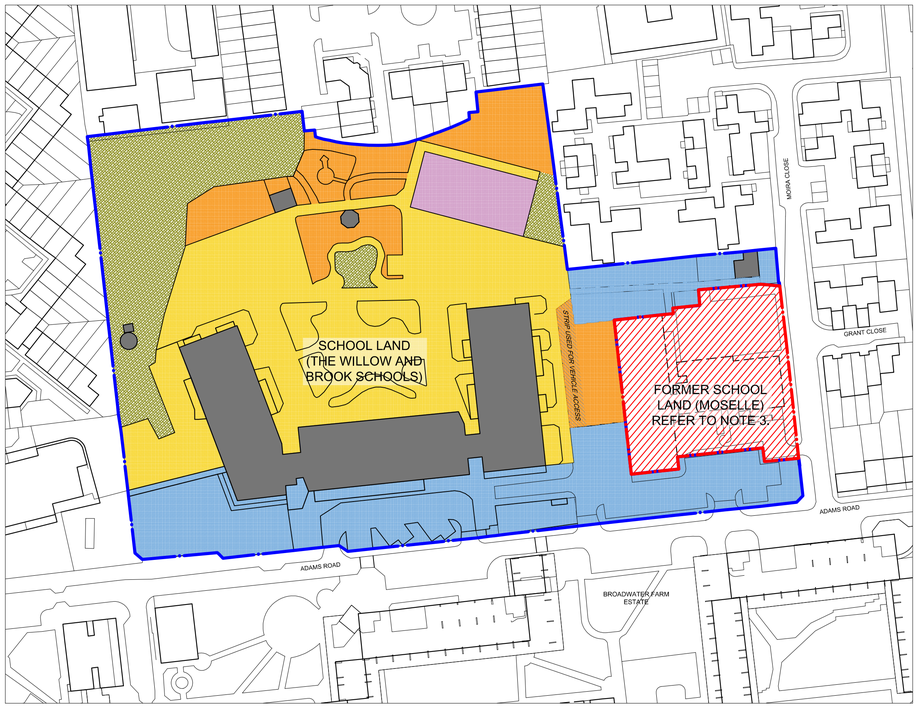


Typical elevation: Townhouses

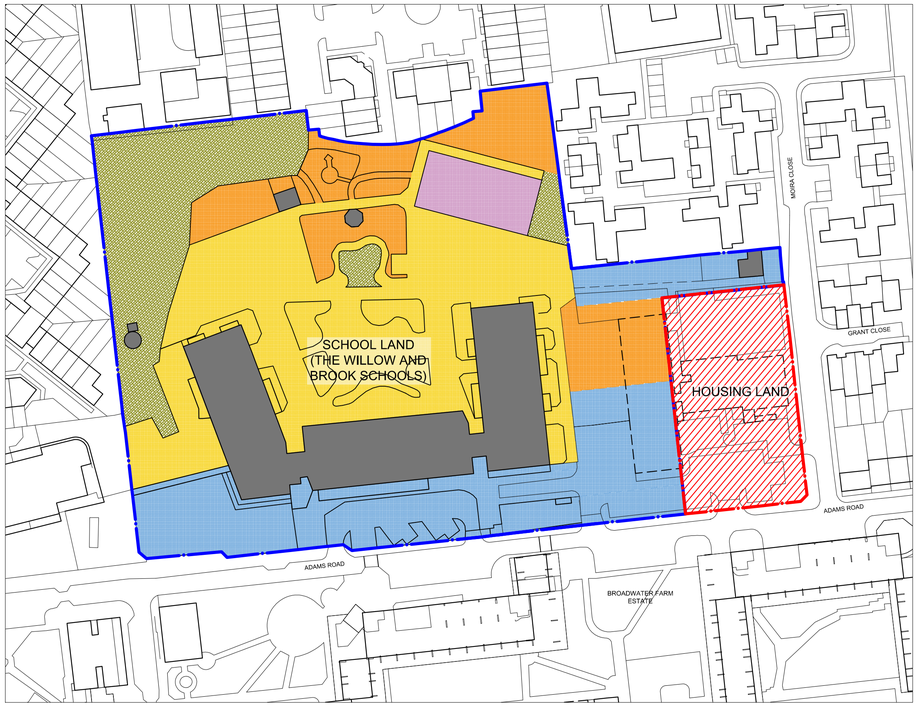




Existing Arrangement



Proposed Arrangement



KEY	EXISTING AREAS	PROPOSED AREAS	AREA DIFFERENCE
Building Footprints	3,555m²	3,555m²	0m²
Access, Delivery & Parking	5,646m²	5,400m²	-246m² (no loss of parking spaces)
NON-NET SITE AREA TOTAL:	9,201m²	8,955m²	-246m²
(i) Soft outdoor PE area	0m²	0m²	0m²
(ii) Hard outdoor PE area	716m²	716m²	0m²
(iii) Soft informal & social areas	2,888m²	3,134m²	+246m²
(iv) Hard informal & social areas	7,493m²	7,493m²	0m²
(v) Habitat areas	3,392m²	3,392m²	0m²
NET SITE AREA TOTAL:	14,489m²	14,735m²	+246m²
TOTAL SCHOOL LAND (The Willow and Brook Schools)	23,690m²	23,690m²	0m²
TOTAL FORMER SCHOOL LAND / HOUSING LAND	2,867m²	2,867m²	0m²

CLIENT

Haringey Council

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NOTES

1. Area definitions based on Building Bulletin 103: Area guidelines for mainstream schools (DfE, 2014).
2. Existing site areas based on drawing 10110001-101-REVD – Stage D Landscape Masterplan, as submitted for planning December 2009.
3. Consent to appropriate former Moselle School site granted November 2019.

Rev	Reason for Issue	Date
01	DfE Comments	08/07/2021
00	First Issue	29/06/2021

Studio 501
37 Cremer St
Hackney
London E2 8HD

mail@karakusevic-carson.com | 0207 566 6300

PROJECT

Broadwater Farm
N17 6HF, Tottenham

TITLE

Former Moselle School Site
Land Use Plan
Existing & Proposed Arrangement

DRAWING NUMBER: 474-KCA-XX-XX-DR-A-9060 -D (Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

REVISION: 01

STATUS: For information

REVISION DATE	DRAWN BY	SCALE
08/07/2021	ED	1:1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
29/06/2021	AB	474

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KEY

- Boundary of land currently consented for appropriation to housing Consent granted November 2019
- Proposed boundary of land to be appropriated to housing Awaiting DfE Consent
- Land to be transferred to Broadwaters Inclusive Learning Community (area 764m²)
- Additional School land to be appropriated for housing (area 764m²)

CLIENT

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NOTES

Rev	Reason for Issue	Date
01	Updates to key	29.11.21

Studio 501
37 Cremer St
Hackney
London E2 8HD

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PROJECT

Broadwater Farm
N17 6HF, Tottenham

TITLE

Former Moselle School Site
Proposed Land Appropriation

DRAWING NUMBER: 474-KCA-XX-XX-DR-A-9070 -D (Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

REVISION: 01

STATUS: For information

REVISION DATE	DRAWN BY	SCALE
29/11/2021	ED	1:200 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
17/08/2021	NL	474

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Equality Impact Assessment (EQIA)

The Equality Impact Assessment (EQIA) form is a template for analysing a policy or proposed decision for its potential effects on residents with protected characteristics covered by the Equality Act 2010.

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

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

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

Although it is not enforced in legislation as a protected characteristic, Haringey Council recognises the profound and far-reaching impacts of socioeconomic disadvantage treats socioeconomic status as a local protected characteristic.

1. Responsibility for the Equality Impact Assessment

Name of proposal:	Broadwater Farm
Service Area:	Regeneration and Economic Development
Officer Completing Assessment:	Sarah Lovell
Equalities/HR Advisor:	Ed Ashcroft
Cabinet meeting date (if applicable):	7th December 2021
Director/Assistant Director	Peter O'Brien

2. Executive summary

Background

The Broadwater Farm Improvement Programme ('the scheme' or 'the programme') is a holistic set of investments for the Broadwater Farm Estate in North Tottenham. The estate currently consists of 12 blocks, 9 of which are medium rise (4-6 stories), 2 of which are tower blocks (18 stories) and 1 is a 6-storey block of ziggurat construction.

The blocks were built in the late 1960s and early 1970s using a Large Panel System (LPS) method of construction.

Following the discovery of structural issues in 2018, a decision was taken to demolish and replace the two worst affected blocks (one of the tower blocks and the 6-storey ziggurat block – Tangmere and Northolt). Prior to this decision, extensive consultation was undertaken on a Broadwater Farm Rehousing and Payments Policy for affected residents who would need to move. It was decided that the 10 remaining blocks would be refurbished so that they are fully compliant and to deliver benefits to residents.

Following these decisions, Karakusevic Carson Architects (KCA) were appointed in 2019 to develop the design for the replacement and new council homes. As part of this appointment, KCA were also instructed to develop an Urban Design Framework (UDF) to identify wider estate improvements such as to streets, green spaces, and connectivity.

These projects – along with a socio-economic programme and neighbourhood management improvements – will result in a £200 million+ investment into the estate over the next 5 years. This holistic programme is the Broadwater Farm Improvement Programme

To enable all of these projects to take place further decisions were taken throughout 2020, including an enhanced offer for leaseholders being moved out of Northolt and Tangmere (July 2020) and the beginning of a Compulsory Purchase Order (CPO – November 2020) to ensure vacant possession of these blocks could be achieved in time for the beginning of the demolition and rebuild programme. Finally, in July and September 2021 Cabinet authorised a consultation with 24 properties in a wing block adjacent to the Northolt block (Stapleford North) which led to the decision to include the demolition and replacement of this block in the preferred design scenario.

Equalities

This preferred design scenario, and the decision to present this back to the community in a resident ballot, are the subjects of this Cabinet report. The EQIA considers the impacts of the key elements of the proposals that have equalities implications. These are:

1) Housing
    a. Over 200 replacement and new high quality council homes.
    b. Urban Design Framework.
    c. Rent strategy.
2) The ballot
    a. Ensuring fair and equal access to the ballot.
3) Engagement
    a. Ensuring residents are able to access and respond to the consultations.

All of these decisions and projects have been consulted and engaged on extensively with the community – using a series of in person and online methods, creative engagement techniques, door-knocking and phone calling, open air exhibitions, questionnaires and Section 105 consultations. Much of this engagement is summarised in the cabinet report and expanded upon in Appendix X.

As part of the previous decisions outlined above, several EQIAs have been undertaken which should be read in tandem with this one. These EQIAs have thoroughly considered the impacts of rehousing for those residents whose blocks are being demolished. This EQIA considers the impacts of the programme on the wider community.

Background EQIAs can be found here:

1) **June 2018** - Approve consultation on demolition: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=62998&PlanId=0&Opt=3#AI58198
2) **November 2018** - Approval of Demolition: https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=63663&PlanId=0&Opt=3#AI58796
3) **Oct 2020 - CPO:** https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=71378&PlanId=0&Opt=3#AI65938
4) **July 2021 - Stapleford Consultation:** https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=76048&PlanId=0&Opt=3#AI69147
5) **September 2021 - Stapleford Demolition:** https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=76699&PlanId=0&Opt=3#AI69733

Overall, it is anticipated that this decision will deliver a positive equalities impact. Where potential negative impacts have been identified, this EqIA sets out the measures the council will take to mitigate them.

3. Consultation and engagement

3a. How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff?

The engagement has taken place across several stages, to bring the community along the journey as designs are improved and refined to respond to the priorities and needs identified by residents.

Using a variety of engagement methods and adapting to the restrictions placed on people from covid-19, we have been able to engage hundreds of people since 2019.

Timeline of engagement

1. First engagement survey – August-September 2020
2. Second engagement with residents – October 2020
3. S105 consultation with all residents – March 2021
4. Engagement booklet and exhibitions – May 2021
5. Engagement booklet and exhibitions – July-August 2021
6. Engagement booklet and exhibitions – November 2021

At each stage of the engagement, KCA and council officers have produced reports collecting all of the feedback received and, where possible, demonstrated how previous feedback has influenced the proposals for new homes and estate improvements.

Throughout each stage of the consultation, we have captured equalities information of respondents to ensure that a representative sample of residents are having their voices heard.

A full summary of the engagement and consultation is included as an appendix to the Cabinet report.

3b. Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

A full summary of the engagement and consultation is included as an appendix to the Cabinet report.

4. Data and Impact Analysis

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

4a. Age

Data

Age groups	BWF Percentage	Borough average (2011 census)
65+	25%	8.7%
50-64	36%	13.1%
35-49	28%	23.7%
20-34	11%	29.6%
<20	0%	24.9%
Total	100%	100%

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Age data is held for 771 lead tenants and leaseholders. The estate has a higher average age than the borough average (from 2011 census) – however, the data above refers to lead tenants and leaseholders and therefore will not capture the age of children and many younger adults who live on the estate.

Detail the findings of the data.

Broadwater Farm has a higher proportion of elderly residents than the borough average. However, these figures are based on named tenants and leaseholders and therefore does not account for other household members, such as children or family members.

- Housing

a. Over 200 replacement and new high quality council homes.

New homes

Given the age profile and housing composition of the estate, and looking at Homes for Haringey data, it is notable that many elderly residents live alone. Further to this, many residents in the younger group are young families with children. New high quality council homes would be available to those residents on the estate that are under-occupying in the first instance (after being offered to those returning from Tangmere, Northolt and Stapleford North) and therefore elderly residents living alone with spare bedrooms (e.g., where a child has grown up and moved away) would benefit positively from the opportunity to get a new home. Further to this, where younger people with children are over-crowded, they would be the third priority for these new homes. Therefore, the new council homes will have a positive impact on people in different age groups depending on their circumstances.

Construction process

Some residents may be negatively impacted by the construction process due to their age. Elderly people with mobility issues or people with young children and need to use buggies may be impacted by the temporary changes to access routes as a result of the building site. Further to this, noise from the demolition and construction may be particularly challenging to those with young children.

To mitigate these impacts, contractors will be required to submit a detailed plan for how to minimise all disruptions and alternative access routes will be provided. This may include using the most suitable modern methods of demolition and construction, ensuring working hours are considerate, and designing site boundaries in the most thoughtful way possible.

b. Urban Design Framework.

Summary

The Urban Design Framework focusses on sustainability, active ground floors, safe & active streets, improving open spaces, and respect for character and scale. By improving the outdoor public space all residents will benefit from this. A new park at the heart of the estate will be designed to be safe and accessible for all household compositions, with improved lighting, play spaces for children, and resting equipment such as benches. These will have a positive impact on the community, ensuring everyone has access to good quality green and public spaces. Children and families, and elderly residents, are particularly likely to benefit from these changes.

Further to this, a new diagonal route will be created through the estate that will not be accessible by cars. This new access route will improve the ability to move around the estate and ensure it is safe for those using buggies, wheelchairs, or who have mobility issues. Re-provided and wider pavements across the rest of the estate will also improve access and walkability for residents. The improved lighting and visibility across the estate will also make it safer for people to move around, including elderly residents and those with young children.

Car parking

One potential negative impact could be from the reduction in the amount of parking that would result from these interventions. It is acknowledged that having access to a car can be essential for those with young families or elderly individuals who have carers or may otherwise be isolated.

This impact will be mitigated by the introduction of an estate wide parking management plan – which is based on extensive surveys of the car parks and parking need surveys carried out with residents – which will ensure all residents are prioritised for parking access. Presently, there are no restrictions for parking on much of the estate, meaning pressure is added from people using the facilities who do not live on the estate.

There are currently a total of 1007 parking spaces on the estate. Surveys undertaken on two weekday evenings (in line with industry standards) found that there were around 400 spare spaces in the estate. In addition, a telephone survey of 389 households (above the TfL requirement and a statistically significant sample size) found that 30% of 1-bedroom households owned at least one vehicle, whilst 60% of 2-bedroom households did. This equates to 0.75 spaces per dwelling. The current parking strategy proposes a provision of 0.74, with 3% reserved for disabled residents. This disabled parking will be strategically located to ensure that residents with mobility issues are not negatively impacted. Due to the current provision not being enforced or regulated, there is currently no disabled provision on the estate – therefore, this will have a positive impact.

It is noted that the reduction in car parking space is designed to facilitate the active ground floor strategy which it is anticipated will have benefits to the entire community, including those with this protected characteristic.

It is also noted that existing bus service will be maintained, with a longer-term ambition of improving it by introducing two-way running through the estate. The existing bus stop facilities will be improved. This will support connectivity.

Social infrastructure and local economic impact

The socio-economic benefits of the scheme are detailed in the socio-economic section of this report.

Elderly people are also likely to benefit from the new wellbeing hub, which will see the current GP surgery consolidated into a new space. The new facility will be designed as a combined 'wellbeing hub' that will offer council, NHS, and other public sector services on the estate. We are working with GP practice to design the new space and will ensure it meets their current needs and allow for future expansion of the service. While the medical centre will be in a shared building, the design will ensure that the privacy of anyone visiting the GP will be protected. The waiting areas and reception will be separated from the other services in the building and all consultation rooms will be adequately sound proofed. The new space can also be let to the GP service on better terms than the current health centre, thus providing an incentive to maintain the service. The combination of health and council led services will have a positive impact on people with this protected characteristic.

c. Rent strategy.

All of the 295 new and replacement homes to be built on Broadwater Farm will be council homes at council rents. Current council rents across the borough are a patchwork of historic rents which are dependent on the policy in place when each tenancy started, with a significantly lower rent-setting policy applying in Haringey prior to 2013/14 and changes introduced by the Government to the way rents are set over the years. Currently the council sets new rents at “formula rent”, and this is the rent that would apply to new tenants allocated secure tenancies on the estate under the Allocations Policy. Whilst these homes will still be social rents, it is likely that they will be more expensive that the average social rent currently paid by residents on the estate. This is a result of a combination of factors:

- Rents on the estate are historically low due to a number of factors, such as old council policies, a large proportion of longer tenancies and low land values on the estate.

- The new properties will be set at ‘target rent’ which uses a government formula to calculate social rent. As they will be larger than existing properties, this ‘target rent’ is going to be higher than existing ‘target rents’ on the estate.

The exact increase would depend on the inputs to the formula at the time and the bedroom size of the property. Service charges on the new homes will be calculated based on the services that are provided, with the aim to ensure that costs are minimised through designing buildings which are easier and more affordable to maintain. The exact level of service charges will be determined at a later date. We will be working closely with residents to understand the type and level of services that tenants and leaseholders want and need, and ensure that these are affordable.

During the consultation with Tangmere and Northolt residents that preceded the rehousing of these residents, the materials indicated that rents would be on the same terms as they currently are for those returning to the estate. This is in line with the Estate Renewal Rehousing and Payment Policy's (ERRPP) commitment to residents not being 'financially worse off' as a result of regeneration. This commitment refers to the cost of moving home and is reflected in the provision of financial support through the Broadwater Farm Rehousing and Payments Policy (BWFRPP). In addition, the council is committed to providing these new council homes at council rents. However, the council recognises the importance of the new homes being affordable for those who had no choice but to move from their homes (i.e., Tangmere, Northolt and in the future Stapleford North residents).

Those residents that are returning to the estate from Tangmere, Northolt and Stapleford North will be charged no more than 10% more than the average Council rent residents are paying for an equivalent size property on the current Broadwater Farm Estate at the time of their move. The recommendation to Cabinet ensures that households returning to the estate are not being exposed to the rental increase which would occur if the rents were set in line with formula rents. The increase of up to 10% reflects the fact that residents will be moving to a brand-new home, while limiting the impact on household finances. Increases, the council believes, will be offset by energy bill savings from the new homes' increased energy efficiency (e.g. 'You've Got the Power', HBF, 2017), which will continue to be developed through the design of the new homes, and reflects the fact that residents will be moving to a brand-new home. The Council therefore believes that a 10% increase is fair and affordable.

New homes on the estate allocated to residents under the Allocations Policy or Neighbourhood Moves Scheme will have rents set at formula rent, as would be the case in any other secure tenancy they are granted in the borough. The council believes this is a fair approach, as people who are not required to move as a result of rehousing will have a choice whether to take up one of the new homes.

Although this may have a negative impact on those who wish to move to the new homes, council rents will still be more affordable than private rents and no one will have to move to the new homes if they cannot afford to.

It is understood that residents' household finances will vary depending on age and that some may have been impacted negatively by the pandemic. This approach is felt by the council to be the fairest way to improve the quality of housing without disproportionately impacting anyone due to their age.

Market rents in N17 are significantly higher than council rents on Broadwater Farm. Monthly median market rents for the postcode are set out below:

- 1 bed: £950-1100 pcm
- 2 bed: £1,200 - £1,300
- 3 bed: £1,700 - £2,150
- 4+ bed: £2,250 - £2,800

This is compared to the potential council rents for the Broadwater Farm new homes which are likely to be on average over 50% less costly than private rents.

The potential negative impact of increased rent costs can be mitigated through a number of means: detailed housing needs assessments (including financials) before being moved to a new home; support via the council such as from the employment and skills team, income collection team, and Discretionary Housing Payments; and the fact that existing properties on the estate (which have lower rents) will become available as a result of residents moving under the Neighbourhood Moves Scheme.

- The ballot
    a. Ensuring fair and equal access to the ballot.

Due to the higher proportion of elderly residents named as tenants and leaseholders, more elderly people will be able to vote in the ballot under the GLA rules. The ballot will give residents multiple voting options – freepost mail, online, and over the phone – to ensure all residents will have equal opportunities to participate in the ballot. This information will be shared with all households and residents will be given clear instructions to ensure they can easily access the vote.

- Engagement
    a. Ensuring residents are able to access and respond to the consultations.

Engagement has taken place using a variety of methods – including online, outdoor exhibitions, written questionnaires, and phone calls – to enable all residents to be able to respond and provide feedback.

Impacts

The proposal will have both a positive and negative impact on people due to this protected characteristic as set out above.

4b. Disability[1]

Data
Borough Profile [2]

4,500 people have a serious physical disability in Haringey.
19,500 aged 16-64 have a physical disability this equates to approximately 10% of the population aged 16-64.
1,090 people living with a learning disability in Haringey.
4,400 people have been diagnosed with severe mental illness in Haringey.

Target Population Profile

Disability data is unknown for around 50% of households on Broadwater Farm. Where data is available, it suggests that those with disabilities are under-represented on the estate compared to the borough average (27.5% vs. 34.9%).

[1] In the Equality Act a disability means a physical or a mental condition which has a substantial and long-term impact on your ability to do normal day to day activities.
[2] Source: 2011 Census

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Homes for Haringey resident data and 2011 census data for Haringey.

Detail the findings of the data.

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

- Housing

    a. Over 200 replacement and new high quality council homes.

New homes

Homes for Haringey data suggests that there is a lower proportion of disabled residents on the estate than the borough average. New high quality council homes would be available to those residents on the estate that are under-occupying in the first instance (after being offered to those returning from Tangmere, Northolt and Stapleford North) and therefore elderly residents living alone with spare bedrooms (e.g., where a child has grown up and moved away) would benefit positively from the opportunity to get a new home. Similarly, homes will go to those most in need on the Housing Register, so those with disability needs would have a higher priority for the new homes.

Around 10% of the new homes will be adapted and accessible properties, e.g., for those with wheelchairs. This will have a positive impact by increasing the provision of suitable homes on the estate for disabled residents. Access for those with disabilities was an area flagged up in the consultation and which the council have responded to.

Construction process

There will be some negative impacts from the new homes. Elderly people and those with mobility issues may be impacted by the temporary changes to access routes as a result of the building site. Further to this, noise from the demolition and construction may be particularly challenging to those with particular disabilities. To mitigate these impacts, contractors will be required to submit a detailed plan for how to minimise all disruptions and alternative access routes will be provided. This may include using the most suitable modern methods of demolition and construction, ensuring working hours are considerate, and designing site boundaries in the most thoughtful way possible.

b. Urban Design Framework

Summary

As part of the new builds and Urban Design Framework, a new diagonal route will be created through the estate that will not be accessible by cars. This new access route will improve the ability to move around the estate and ensure it is safe for those using wheelchairs or those who have mobility issues. Re-provided and wider pavements across the rest of the estate will also improve access and walkability for residents. It will also increase the provision of accessible green space and seating space, which can be essential for helping people with disabilities access the outdoors.

The re-provision of the GP in the wellbeing hub should improve healthcare and service provision on the estate, positively impacting any disabled people with specific healthcare needs.

Car parking

One potential negative impact could be from the reduction in the amount of parking that would result from these interventions. It is acknowledged that having access to a car can be essential for those with mobility issues or who have carers.

This impact will be mitigated by the introduction of an estate wide parking management plan – which is based on extensive surveys of the car parks and parking need surveys carried out with residents – which will ensure all residents are prioritised for parking access. Presently, there are no restrictions for parking on much of the estate, meaning pressure is added from people using the facilities who do not live on the estate.

There are currently a total of 1007 parking spaces on the estate. Surveys undertaken on two weekday evenings (in line with industry standards) found that there were around 400 spare spaces in the estate. In addition, a telephone survey of 389 households (above the TfL requirement and a statistically significant sample size) found that 30% of 1-bedroom households owned at least one vehicle, whilst 60% of 2-bedroom households did. This equates to 0.75 spaces per dwelling. The current parking strategy proposes a provision of 0.74, with 3% reserved for disabled residents. This disabled parking will be strategically located to ensure that residents with mobility issues are not negatively impacted. Due to the current provision not being enforced or regulated, there is currently no disabled provision on the estate – therefore, this will have a positive impact.

It is noted that the reduction in car parking space is designed to facilitate the active ground floor strategy which it is anticipated will have benefits to the entire community, including those with this protected characteristic.

It is also noted that existing bus service will be maintained, with a longer-term ambition of improving it by introducing two-way running through the estate. The existing bus stop facilities will be improved. This will support connectivity.

Social infrastructure and local economic impact

The socio-economic benefits of the scheme are detailed in the socio-economic section of this report.

c. Rents

All of the 295 new and replacement homes to be built on Broadwater Farm will be council homes at council rents. Current council rents across the borough are a patchwork of historic rents which are dependent on the policy in place when each tenancy started, with a significantly lower rent-setting policy applying in Haringey prior to 2013/14 and changes introduced by the Government to the way rents are set over the years. Currently the council sets new rents at “formula rent”, and this is the rent that would apply to new tenants allocated secure tenancies on the estate under the Allocations Policy. Whilst these homes will still be social rents, it is likely that they will be more expensive that the average social rent currently paid by residents on the estate. This is a result of a combination of factors:

- Rents on the estate are historically low due to a number of factors, such as old council policies, a large proportion of longer tenancies and low land values on the estate.

- The new properties will be set at ‘target rent’ which uses a government formula to calculate social rent. As they will be larger than existing properties, this ‘target rent’ is going to be higher than existing ‘target rents’ on the estate.

The exact increase would depend on the inputs to the formula at the time and the bedroom size of the property. Service charges on the new homes will be calculated based on the services that are provided, with the aim to ensure that costs are minimised through designing buildings which are easier and more affordable to maintain. The exact level of service charges will be determined at a later date. We will be working closely with residents to understand the type and level of services that tenants and leaseholders want and need, and ensure that these are affordable.

During the consultation with Tangmere and Northolt residents that preceded the rehousing of these residents, the materials indicated that rents would be on the same terms as they currently are for those returning to the estate. This is in line with the Estate Renewal Rehousing and Payment Policy’s (ERRPP) commitment to residents not being ‘financially worse off’ as a result of regeneration. This commitment refers to the cost of moving home and is reflected in the provision of financial support through the Broadwater Farm Rehousing and Payments Policy (BWFRPP). In addition, the council is committed to providing these new council homes at council rents. However, the council recognises the importance of the new homes being affordable for those who had no choice but to move from their homes (i.e., Tangmere, Northolt and in the future Stapleford North residents).

Those residents that are returning to the estate from Tangmere, Northolt and Stapleford North will be charged no more than 10% more than the average Council rent residents are paying for an equivalent size property on the current Broadwater Farm Estate at the time of their move. The recommendation to Cabinet ensures that households returning to the estate are not being exposed to the rental increase which would occur if the rents were set in line with formula rents. The increase of up to 10% reflects the fact that residents will be moving to a brand-new home, while

limiting the impact on household finances. Increases, the council believes, will be offset by energy bill savings from the new homes' increased energy efficiency (e.g. 'You've Got the Power', HBF, 2017), which will continue to be developed through the design of the new homes, and reflects the fact that residents will be moving to a brand-new home. The Council therefore believes that a 10% increase is fair and affordable.

New homes on the estate allocated to residents under the Allocations Policy or Neighbourhood Moves Scheme will have rents set at formula rent, as would be the case in any other secure tenancy they are granted in the borough. The council believes this is a fair approach, as people who are not required to move as a result of rehousing will have a choice whether to take up one of the new homes.

Although this may have a negative impact on those who wish to move to the new homes, council rents will still be more affordable than private rents and no one will have to move to the new homes if they cannot afford to.

It is understood that residents' household finances may vary depending on this protected characteristic, and those with disabilities face disproportionate challenges in the labour market. This approach is felt by the council to be the fairest way to improve the quality of housing for residents whilst ensuring that residents are not financially worse off.

The potential negative impact of increased rent costs can be mitigated through a number of means: detailed housing needs assessments (including financials) before being moved to a new home; support via the council such as from the employment and skills team, income collection team, and Discretionary Housing Payments; and the fact that existing properties on the estate (which have lower rents) will become available as a result of residents moving under the Neighbourhood Moves Scheme.

- The ballot
    a. Ensuring fair and equal access to the ballot.

The ballot will give residents multiple voting options – freepost mail, online, and over the phone – to ensure all residents will have equal opportunities to participate in the ballot. Residents will be provided with the option to request large print and braille versions of all materials to ensure that everyone can partake on an equal basis. This information will be shared with all households and residents will be given clear instructions to ensure they can easily access the vote.

- Engagement
    a. Ensuring residents are able to access and respond to the consultations.

Engagement has taken place using a variety of methods – including online, outdoor exhibitions, written questionnaires, and phone calls – to enable all residents to be able to respond and provide feedback. Where possible, information has been

accompanied with a request form for those that may need materials in braille or large print and contact details have been provided if anyone wished to request this.

Impacts

This proposal will have both a positive and negative impact on people with this protected characteristic.

4c. Gender Reassignment[3]

Data

Borough Profile
There is no robust data at Borough level on our Trans population, however the central government estimates that there are approximately 200,000-500,000 Trans people in the UK. Assuming an average representation, this would mean between 800 and 2000 Haringey residents are Trans.[4]

Target Population Profile

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

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

None available

Detail the findings of the data.

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

There is no reason to believe that the proposed changes will disproportionately impact anyone due to this protected characteristic.

However, the following points should be noted:

[3] Under the legal definition, a transgender person has the protected characteristic of gender reassignment if they are undergoing, have undergone, or are proposing to undergo gender reassignment. To be protected from gender reassignment discrimination, an individual does not need to have undergone any specific treatment or surgery to change from one's birth sex to ones preferred gender. This is because changing ones physiological or other gender attributes is a personal process rather than a medical one.
4 Trans is an umbrella term to describe people whose gender is not the same as, or does not sit comfortably with, the sex they were assigned at birth.

- The re-provision of the GP in the wellbeing hub should improve healthcare and service provision on the estate, positively impacting any members of this protected characteristic with specific healthcare needs.

It is understood that those who have this protected characteristic may face disproportionate challenges in the labour market. The approach to the rent strategy is felt by the council to be the fairest way to improve the quality of housing for residents whilst ensuring that residents are not financially worse off. Mitigations, as set out in this EqIA, will be in place to support residents.

Impacts

Neutral impact.

4d. Marriage and Civil Partnership

Data

Borough Profile [5]
Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (8.2%)
In a registered same-sex civil partnership: (0.6%)
Married: (33.3%)
Separated (but still legally married or still legally in a same-sex civil partnership): (4.0%)
Single (never married or never registered a same-sex civil partnership): (50.0%)
Widowed or surviving partner from a same-sex civil partnership: (3.9%)

Target Population Profile

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

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

None available.

Detail the findings of the data.

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?

[5] Source: 2011 Census

b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

There is no reason to believe that the proposed changes will disproportionately impact anyone due to this protected characteristic. The impacts on families are dealt with elsewhere in this EqIA.

Impacts

Neutral impact.

4e. Pregnancy and Maternity

Data

Borough Profile [6]
Live Births in Haringey 2019: 3646

Target Population Profile

The council does not hold data on pregnancy and maternity among its tenants and leaseholders. However, this data will become available for tenants and leaseholders that are due to be moved from Stapleford North when needs assessments are undertaken.

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

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Housing needs assessments during rehousing. This is dealt with in the two Stapleford EQIAs (here: **July 2021 - Stapleford Consultation:** https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=76048&PlanId=0&Opt=3#AI69147 and here: **September 2021 - Stapleford Demolition:** https://www.minutes.haringey.gov.uk/ieIssueDetails.aspx?IId=76699&PlanId=0&Opt=3#AI69733)

Detail the findings of the data.

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

- Housing

[6] Births by Borough (ONS)

a. Up to 295 replacement and new high quality council homes.

New homes

Of the new and replacement council homes, up to 30% will be family homes (3+ bedrooms). The current housing on the estate contains only 10% family homes, with 90% being 1- and 2-bedroom properties. Through the neighbourhood moves scheme, these will be prioritised for households that are currently over-crowded on the estate (after first being offered to those returning from Tangmere, Northolt and Stapleford North and being offered to those who may wish to downsize). Data suggests that there may be around 200 households currently over-crowded on the Broadwater Farm estate. Therefore, these proposals will have a positive impact on lone parent households with multiple children, as well as all households that are over-crowded. In addition to the new and replacement homes, existing homes will be freed up on the estate through people taking advantage of the Neighbourhood Moves Scheme, further allowing over-crowded households to find suitable housing.

Construction process

It is acknowledged that some negative impacts may be experienced during the demolition and rebuild, with site boundaries and demolition/construction noise impacting those with young children or using buggies on the estate.

To mitigate these impacts, contractors will be required to submit a detailed plan for how to minimise all disruptions and alternative access routes will be provided. This may include using the most suitable modern methods of demolition and construction, ensuring working hours are considerate, and designing site boundaries in the most thoughtful way possible.

b. Urban Design Framework.

Summary

The Urban Design Framework focusses on sustainability, active ground floors, safe & active streets, improving open spaces, and respect for character and scale. By improving the outdoor public space all residents will benefit from this. A new park at the heart of the estate will be designed to be safe and accessible for all household compositions, with improved lighting, play spaces for children, and resting equipment such as benches. These will have a positive impact on the community, and in particular those with this protected characteristic. Further to this, a new diagonal route will be created through the estate that will not be accessible by cars. This new access route will improve the ability to move around the estate and ensure it is safe for those using buggies. Re-provided and wider pavements across the rest of the estate will also improve access and walkability for residents. The improved lighting and visibility across the estate will also make it safer for people to move around, including those with young children.

Car parking

One potential negative impact could be from the reduction in the amount of parking that would result from these interventions. It is acknowledged that having access to a

car can be essential for those with young families or single individuals who may otherwise be isolated.

This impact will be mitigated by the introduction of an estate wide parking management plan – which is based on extensive surveys of the car parks and parking need surveys carried out with residents – which will ensure all residents are prioritised for parking access. Presently, there are no restrictions for parking on much of the estate, meaning pressure is added from people using the facilities who do not live on the estate.

It is noted that the reduction in car parking space is designed to facilitate the active ground floor strategy which it is anticipated will have benefits to the entire community, including those with this protected characteristic.

It is also noted that existing bus service will be maintained, with a longer-term ambition of improving it by introducing two-way running through the estate. The existing bus stop facilities will be improved. This will support connectivity.

Social infrastructure and local economic impact

The socio-economic benefits of the scheme are detailed in the socio-economic section of this report.

The re-provision of the GP in the wellbeing hub should improve healthcare and service provision on the estate, positively impacting people with this protected characteristic.

c. Rent strategy.

All of the 295 new and replacement homes to be built on Broadwater Farm will be council homes at council rents. Current council rents across the borough are a patchwork of historic rents which are dependent on the policy in place when each tenancy started, with a significantly lower rent-setting policy applying in Haringey prior to 2013/14 and changes introduced by the Government to the way rents are set over the years. Currently the council sets new rents at “formula rent”, and this is the rent that would apply to new tenants allocated secure tenancies on the estate under the Allocations Policy. Whilst these homes will still be social rents, it is likely that they will be more expensive that the average social rent currently paid by residents on the estate. This is a result of a combination of factors:

- Rents on the estate are historically low due to a number of factors, such as old council policies, a large proportion of longer tenancies and low land values on the estate.

- The new properties will be set at ‘target rent’ which uses a government formula to calculate social rent. As they will be larger than existing properties, this ‘target rent’ is going to be higher than existing ‘target rents’ on the estate.

The exact increase would depend on the inputs to the formula at the time and the bedroom size of the property. Service charges on the new homes will be calculated based on the services that are provided, with the aim to ensure that costs are minimised through designing buildings which are easier and more affordable to

maintain. The exact level of service charges will be determined at a later date. We will be working closely with residents to understand the type and level of services that tenants and leaseholders want and need, and ensure that these are affordable.

During the consultation with Tangmere and Northolt residents that preceded the rehousing of these residents, the materials indicated that rents would be on the same terms as they currently are for those returning to the estate. This is in line with the Estate Renewal Rehousing and Payment Policy's (ERRPP) commitment to residents not being 'financially worse off' as a result of regeneration. This commitment refers to the cost of moving home and is reflected in the provision of financial support through the Broadwater Farm Rehousing and Payments Policy (BWFRPP). In addition, the council is committed to providing these new council homes at council rents. However, the council recognises the importance of the new homes being affordable for those who had no choice but to move from their homes (i.e., Tangmere, Northolt and in the future Stapleford North residents).

Those residents that are returning to the estate from Tangmere, Northolt and Stapleford North will be charged no more than 10% more than the average Council rent residents are paying for an equivalent size property on the current Broadwater Farm Estate at the time of their move. The recommendation to Cabinet ensures that households returning to the estate are not being exposed to the rental increase which would occur if the rents were set in line with formula rents. The increase of up to 10% reflects the fact that residents will be moving to a brand-new home, while limiting the impact on household finances. Increases, the council believes, will be offset by energy bill savings from the new homes' increased energy efficiency (e.g. 'You've Got the Power', HBF, 2017), which will continue to be developed through the design of the new homes, and reflects the fact that residents will be moving to a brand-new home. The Council therefore believes that a 10% increase is fair and affordable.

New homes on the estate allocated to residents under the Allocations Policy or Neighbourhood Moves Scheme will have rents set at formula rent, as would be the case in any other secure tenancy they are granted in the borough. The council believes this is a fair approach, as people who are not required to move as a result of rehousing will have a choice whether to take up one of the new homes.

Although this may have a negative impact on those who wish to move to the new homes, council rents will still be more affordable than private rents and no one will have to move to the new homes if they cannot afford to.

It is understood that residents' household finances may vary depending on this protected characteristic, and those who are pregnant may for example face disproportionate challenges in the labour market. This approach is felt by the council to be the fairest way to improve the quality of housing for residents whilst ensuring that residents are not financially worse off.

The potential negative impact of increased rent costs can be mitigated through a number of means: detailed housing needs assessments (including financials) before being moved to a new home; support via the council such as from the employment and skills team, income collection team, and Discretionary Housing Payments; and

the fact that existing properties on the estate (which have lower rents) will become available as a result of residents moving under the Neighbourhood Moves Scheme.

- The ballot
    a. Ensuring fair and equal access to the ballot.

Due to the higher proportion of women than men as named tenants and leaseholders, more women than men will be able to vote in the ballot under the GLA rules. The ballot will give residents multiple voting options – freepost mail, online, and over the phone – to ensure all residents will have equal opportunities to participate in the ballot. This will ensure that people who are pregnant or have young children have different options for how to vote in a way that is easy and accessible for them.

- Engagement
    a. Ensuring residents are able to access and respond to the consultations.

Engagement has taken place using a variety of methods – including online, outdoor exhibitions, written questionnaires, and phone calls – to enable all residents to be able to respond and provide feedback.

Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

The proposal will have both a positive and negative impact on residents with this protected characteristic as set out above

4f. Race

Data

Borough Profile [7]

Any other ethnic group: **3.9%**

Arab: 0.9%

Asian: **9.5%**
Bangladeshi: 1.7%
Chinese: 1.5%
Indian: 2.3%
Pakistani: 0.8%
Other Asian: 3.2%

[7] Source: 2011 Census

Black: **18.7%**
African: 9.0%
Caribbean: 7.1%
Other Black: 2.6%

Mixed: **6.5%**
White and Asian: 1.5%
White and Black African:1.0%
White and Black Caribbean: 1.9%
Other Mixed: 2.1%

White: **60.5% in total**
English/Welsh/Scottish/Norther Irish/British: 34.7%
Irish: 2.7%
Gypsy or Irish Traveller: 0.1%
Other White: 23%

Target Population Profile

	Broadwater Farm	Borough average (2011 census)
Black	44.4%	18.7%
Asian	4.3%	9.5%
Turkish and Kurdish	13.9%	N/A
White	16.8%	60.5%
Mixed	N/A	6.5%
Any other ethnicity	6.7%	4.8%
Unknown	13.9%	0%

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

The data held by Homes for Haringey is incomplete, with data only for the lead tenant or leaseholder of 746 households. Furthermore, the categories do not match up directly with the 2011 Census data, which is used to present the borough averages.

The data shows that Black households are over-represented on Broadwater Farm compared to the borough average. Therefore, all proposals will have a disproportionate impact on Black households. There is also a large Turkish and Kurdish population on the estate.

Detail the findings of the data:

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

The data shows that BAME people are over-represented on the Broadwater Farm estate compared to the borough average. Therefore, these proposals will have a disproportionate impact on BAME residents. The Council recognises that for BAME people there may be specific cultural ties, such as businesses locally that cater specific cultural needs of residents of a particular race or ethnicity.

b. Up to 295 replacement and new high quality council homes.

New homes

Through the neighbourhood moves scheme, the new council homes will be prioritised for households that are currently over-crowded on the estate (after first being offered to those returning from Tangmere, Northolt and Stapleford North and being offered to those who may wish to downsize). Data suggests that there may be around 200 households currently over-crowded on the Broadwater Farm estate. Therefore, given that BAME residents are overrepresented on the estate, these proposals will have a positive impact on these households with multiple children, as well as all households that are over-crowded. In addition to the new and replacement homes, existing homes will be freed up on the estate through people taking advantage of the Neighbourhood Moves Scheme, further allowing over-crowded households to find suitable housing.

Construction process

It is acknowledged that some negative impacts may be experienced during the demolition and rebuild, with site boundaries and demolition/construction noise impacting residents. To mitigate these impacts, contractors will be required to submit a detailed plan for how to minimise all disruptions and alternative access routes will be provided. This may include using the most suitable modern methods of demolition and construction, ensuring working hours are considerate, and designing site boundaries in the most thoughtful way possible.

c. Urban Design Framework.

Summary

The Urban Design Framework focusses on sustainability, active ground floors, safe & active streets, improving open spaces, and respect for character and scale. By improving the outdoor public space all residents will benefit from this. A new park at the heart of the estate will be designed to be safe and accessible for all household compositions, with improved lighting, play spaces for children, and resting equipment such as benches. These will have a positive impact on the community, ensuring

everyone has access to good quality green and public spaces. Further to this, a new diagonal route will be created through the estate that will not be accessible by cars. This new access route will improve the ability to move around the estate and ensure it is safe for all. Re-provided and wider pavements across the rest of the estate will also improve access and walkability for residents. The improved lighting and visibility across the estate will also make it safer for people to move around.

Car parking

One potential negative impact could be from the reduction in the amount of parking that would result from these interventions. It is acknowledged that having access to a car can be essential for some residents.

This impact will be mitigated by the introduction of an estate wide parking management plan – which is based on extensive surveys of the car parks and parking need surveys carried out with residents – which will ensure all residents are prioritised for parking access. Presently, there are no restrictions for parking on much of the estate, meaning pressure is added from people using the facilities who do not live on the estate.

It is noted that the reduction in car parking space is designed to facilitate the active ground floor strategy which it is anticipated will have benefits to the entire community, including those with this protected characteristic.

It is also noted that existing bus service will be maintained, with a longer-term ambition of improving it by introducing two-way running through the estate. The existing bus stop facilities will be improved. This will support connectivity.

Social infrastructure and local economic impact

The socio-economic benefits of the scheme are detailed in the socio-economic section of this report.

The relocation of the Enterprise Units – which contains some businesses run by BAME individuals and serves the community, including the large BAME population – will ensure the estate continues to have access to affordable workspace and amenities.

Similarly, data shows that health inequalities disproportionately impact BAME people – therefore, re-provision of the GP surgery and improved services will positively impact BAME residents.

d. Rent strategy.

All of the 295 new and replacement homes to be built on Broadwater Farm will be council homes at council rents. Current council rents across the borough are a patchwork of historic rents which are dependent on the policy in place when each tenancy started, with a significantly lower rent-setting policy applying in Haringey prior to 2013/14 and changes introduced by the Government to the way rents are set over the years. Currently the council sets new rents at “formula rent”, and this is the rent that would apply to new tenants allocated secure tenancies on the estate under the Allocations Policy. Whilst these homes will still be social rents, it is likely that they

will be more expensive that the average social rent currently paid by residents on the estate. This is a result of a combination of factors:

- Rents on the estate are historically low due to a number of factors, such as old council policies, a large proportion of longer tenancies and low land values on the estate.

- The new properties will be set at 'target rent' which uses a government formula to calculate social rent. As they will be larger than existing properties, this 'target rent' is going to be higher than existing 'target rents' on the estate.

The exact increase would depend on the inputs to the formula at the time and the bedroom size of the property. Service charges on the new homes will be calculated based on the services that are provided, with the aim to ensure that costs are minimised through designing buildings which are easier and more affordable to maintain. The exact level of service charges will be determined at a later date. We will be working closely with residents to understand the type and level of services that tenants and leaseholders want and need, and ensure that these are affordable.

During the consultation with Tangmere and Northolt residents that preceded the rehousing of these residents, the materials indicated that rents would be on the same terms as they currently are for those returning to the estate. This is in line with the Estate Renewal Rehousing and Payment Policy's (ERRPP) commitment to residents not being 'financially worse off' as a result of regeneration. This commitment refers to the cost of moving home and is reflected in the provision of financial support through the Broadwater Farm Rehousing and Payments Policy (BWFRPP). In addition, the council is committed to providing these new council homes at council rents. However, the council recognises the importance of the new homes being affordable for those who had no choice but to move from their homes (i.e., Tangmere, Northolt and in the future Stapleford North residents).

Those residents that are returning to the estate from Tangmere, Northolt and Stapleford North will be charged no more than 10% more than the average Council rent residents are paying for an equivalent size property on the current Broadwater Farm Estate at the time of their move. The recommendation to Cabinet ensures that households returning to the estate are not being exposed to the rental increase which would occur if the rents were set in line with formula rents. The increase of up to 10% reflects the fact that residents will be moving to a brand-new home, while limiting the impact on household finances. Increases, the council believes, will be offset by energy bill savings from the new homes' increased energy efficiency (e.g. 'You've Got the Power', HBF, 2017), which will continue to be developed through the design of the new homes, and reflects the fact that residents will be moving to a brand-new home. The Council therefore believes that a 10% increase is fair and affordable.

New homes on the estate allocated to residents under the Allocations Policy or Neighbourhood Moves Scheme will have rents set at formula rent, as would be the case in any other secure tenancy they are granted in the borough. The council believes this is a fair approach, as people who are not required to move as a result of rehousing will have a choice whether to take up one of the new homes.

Although this may have a negative impact on those who wish to move to the new homes, council rents will still be more affordable than private rents and no one will have to move to the new homes if they cannot afford to.

Data shows that BAME households have lower household income on average than white households – therefore, the rent of new homes could have a disproportionate impact on BAME households.

The potential negative impact of increased rent costs can be mitigated through a number of means: detailed housing needs assessments (including financials) before being moved to a new home; support via the council such as from the employment and skills team, income collection team, and Discretionary Housing Payments; and the fact that existing properties on the estate (which have lower rents) will become available as a result of residents moving under the Neighbourhood Moves Scheme.

- The ballot
    a. Ensuring fair and equal access to the ballot.

Due to the higher proportion of BAME residents named as tenants and leaseholders, BAME people will disproportionately (compared to the borough average) be able to vote in the ballot under the GLA rules. The ballot will give residents multiple voting options – freepost mail, online, and over the phone – to ensure all residents will have equal opportunities to participate in the ballot. These multiple methods of voting options will counter any inequalities – such as access to the internet – that might otherwise impact on a residents ability to participate in the vote.

- Engagement
    a. Ensuring residents are able to access and respond to the consultations.

Engagement has taken place using a variety of methods – including online, outdoor exhibitions, written questionnaires, and phone calls – to enable all residents to be able to respond and provide feedback.

Impacts

- Consider whether the proposed policy/decision will have positive, neutral, or negative impacts (including but not limited to health impacts).

This proposal will have both positive and negative impacts.

4g. Religion or belief

Data

Borough Profile [8]
Christian: 45%
Buddhist: 1.1%

[8] Source: 2011 Census

Hindu:1.9%
Jewish:3%
Muslim: 14.2%
No religion: 25.2%
Other religion: 0.5%
Religion not stated: 8.9%
Sikh: 0.3%

Target Population Profile

Religion and belief are under-reported in Homes for Haringey data, with only around 30% of households declaring this information. From the data available, there are similar proportions of all major religions on the estate as the borough averages. Therefore, there is no suggestion that any religion or belief is over-represented on the estate.

What data will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Homes for Haringey resident data.

Impacts

There is no reason to believe that the proposed changes will disproportionately impact anyone due to this protected characteristic.

It is understood that residents may have strong local ties to nearby places of worship or other religiously significant sites. The Neighbourhood Moves Schemes ensures that those who would like to will have an opportunity to stay on the estate (where eligible).

4h. Sex

Data
Borough profile [9]
Females: (50.5%)
Males: (49.5%)

Target Population Profile

Of the 866 lead tenants and leaseholders where this data is available, 57% are female and 41% are male. Information is not available for the remaining 2%.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Homes for Haringey resident data.

[9] Source: 2011 Census

Detail the findings of the data.

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

A higher proportion (57%) of lead tenants and leaseholders on the Broadwater Farm estate are female than male (41% with 2% unknown). In addition to this, census data for the West Green Ward – in which Broadwater Farm is located – shows that 92% of lone parent households are headed up by women. This is important, as many of the proposals will impact positively on households with children.

- Housing
    a. Up to 295 replacement and new high quality council homes.

New homes

Of the new and replacement council homes, up to 30% will be family homes (3+ bedrooms). The current housing on the estate contains only 10% family homes, with 90% being 1- and 2-bedroom properties. Through the neighbourhood moves scheme, these will be prioritised for households that are currently over-crowded on the estate (after first being offered to those returning from Tangmere, Northolt and Stapleford North and being offered to those who may wish to downsize). Data suggests that there may be around 200 households currently over-crowded on the Broadwater Farm estate. Therefore, these proposals will have a positive impact on lone parent households with multiple children, as well as all households that are over-crowded. In addition to the new and replacement homes, existing homes will be freed up on the estate through people taking advantage of the Neighbourhood Moves Scheme, further allowing over-crowded households to find suitable housing.

Construction process

It is acknowledged that some negative impacts may be experienced during the demolition and rebuild, with site boundaries and demolition/construction noise impacting those with young children or using buggies on the estate. To mitigate these impacts, contractors will be required to submit a detailed plan for how to minimise all disruptions and alternative access routes will be provided. This may include using the most suitable modern methods of demolition and construction, ensuring working hours are considerate, and designing site boundaries in the most thoughtful way possible.

    b. Urban Design Framework.

Summary

The Urban Design Framework focusses on sustainability, active ground floors, safe & active streets, improving open spaces, and respect for character and scale. By

improving the outdoor public space all residents will benefit from this. A new park at the heart of the estate will be designed to be safe and accessible for all household compositions, with improved lighting, play spaces for children, and resting equipment such as benches. These will have a positive impact on the community, ensuring everyone has access to good quality green and public spaces. Further to this, a new diagonal route will be created through the estate that will not be accessible by cars. This new access route will improve the ability to move around the estate and ensure it is safe for those using buggies. Re-provided and wider pavements across the rest of the estate will also improve access and walkability for residents. The improved lighting and visibility across the estate will also make it safer for people to move around, including those with young children.

Car parking

One potential negative impact could be from the reduction in the amount of parking that would result from these interventions. It is acknowledged that having access to a car can be essential for those with young families or single individuals who may otherwise be isolated.

This impact will be mitigated by the introduction of an estate wide parking management plan – which is based on extensive surveys of the car parks and parking need surveys carried out with residents – which will ensure all residents are prioritised for parking access. Presently, there are no restrictions for parking on much of the estate, meaning pressure is added from people using the facilities who do not live on the estate.

It is noted that the reduction in car parking space is designed to facilitate the active ground floor strategy which it is anticipated will have benefits to the entire community, including those with this protected characteristic.

It is also noted that existing bus service will be maintained, with a longer-term ambition of improving it by introducing two-way running through the estate. The existing bus stop facilities will be improved. This will support connectivity.

Social infrastructure and local economic impact

The socio-economic benefits of the scheme are detailed in the socio-economic section of this report.

The re-provision of the GP in the wellbeing hub should improve healthcare and service provision on the estate, positively impacting people with this protected characteristic.

c. Rent strategy.

All of the 295 new and replacement homes to be built on Broadwater Farm will be council homes at council rents. Current council rents across the borough are a patchwork of historic rents which are dependent on the policy in place when each tenancy started, with a significantly lower rent-setting policy applying in Haringey

prior to 2013/14 and changes introduced by the Government to the way rents are set over the years. Currently the council sets new rents at “formula rent”, and this is the rent that would apply to new tenants allocated secure tenancies on the estate under the Allocations Policy. Whilst these homes will still be social rents, it is likely that they will be more expensive that the average social rent currently paid by residents on the estate. This is a result of a combination of factors:

- Rents on the estate are historically low due to a number of factors, such as old council policies, a large proportion of longer tenancies and low land values on the estate.

- The new properties will be set at ‘target rent’ which uses a government formula to calculate social rent. As they will be larger than existing properties, this ‘target rent’ is going to be higher than existing ‘target rents’ on the estate.

The exact increase would depend on the inputs to the formula at the time and the bedroom size of the property. Service charges on the new homes will be calculated based on the services that are provided, with the aim to ensure that costs are minimised through designing buildings which are easier and more affordable to maintain. The exact level of service charges will be determined at a later date. We will be working closely with residents to understand the type and level of services that tenants and leaseholders want and need, and ensure that these are affordable.

During the consultation with Tangmere and Northolt residents that preceded the rehousing of these residents, the materials indicated that rents would be on the same terms as they currently are for those returning to the estate. This is in line with the Estate Renewal Rehousing and Payment Policy’s (ERRPP) commitment to residents not being ‘financially worse off’ as a result of regeneration. This commitment refers to the cost of moving home and is reflected in the provision of financial support through the Broadwater Farm Rehousing and Payments Policy (BWFRPP). In addition, the council is committed to providing these new council homes at council rents. However, the council recognises the importance of the new homes being affordable for those who had no choice but to move from their homes (i.e., Tangmere, Northolt and in the future Stapleford North residents).

Those residents that are returning to the estate from Tangmere, Northolt and Stapleford North will be charged no more than 10% more than the average Council rent residents are paying for an equivalent size property on the current Broadwater Farm Estate at the time of their move. The recommendation to Cabinet ensures that households returning to the estate are not being exposed to the rental increase which would occur if the rents were set in line with formula rents. The increase of up to 10% reflects the fact that residents will be moving to a brand-new home, while limiting the impact on household finances. Increases, the council believes, will be offset by energy bill savings from the new homes’ increased energy efficiency (e.g. ‘You’ve Got the Power’, HBF, 2017), which will continue to be developed through the design of the new homes, and reflects the fact that residents will be moving to a brand-new home. The Council therefore believes that a 10% increase is fair and affordable.

New homes on the estate allocated to residents under the Allocations Policy or Neighbourhood Moves Scheme will have rents set at formula rent, as would be the

case in any other secure tenancy they are granted in the borough. The council believes this is a fair approach, as people who are not required to move as a result of rehousing will have a choice whether to take up one of the new homes.

Although this may have a negative impact on those who wish to move to the new homes, council rents will still be more affordable than private rents and no one will have to move to the new homes if they cannot afford to.

It is understood that residents' household finances may vary depending on this protected characteristic, and that (for example) women may face disproportionate challenges in the labour market. This approach is felt by the council to be the fairest way to improve the quality of housing for residents whilst ensuring that residents are not financially worse off.

The potential negative impact of increased rent costs can be mitigated through a number of means: detailed housing needs assessments (including financials) before being moved to a new home; support via the council such as from the employment and skills team, income collection team, and Discretionary Housing Payments; and the fact that existing properties on the estate (which have lower rents) will become available as a result of residents moving under the Neighbourhood Moves Scheme.

- The ballot
    a. Ensuring fair and equal access to the ballot.

Due to the higher proportion of women than men as named tenants and leaseholders, more women than men will be able to vote in the ballot under the GLA rules. The ballot will give residents multiple voting options – freepost mail, online, and over the phone – to ensure all residents will have equal opportunities to participate in the ballot.

- Engagement
    a. Ensuring residents are able to access and respond to the consultations.

Engagement has taken place using a variety of methods – including online, outdoor exhibitions, written questionnaires, and phone calls – to enable all residents to be able to respond and provide feedback.

Impacts

This proposal will have both a positive and negative impact on people due to this protected characteristic.

4i. Sexual Orientation

Data

Borough profile [10]

[10] Source: ONS Integrated Household Survey

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.

Target Population Profile

Sexual orientation is frequently under-reported in Homes for Haringey data, with fewer than 5% of households reporting this. From the data available, there is no suggestion that LGBTQ+ people are over-represented on the estate.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Homes for Haringey resident data.

Detail the findings of the data.

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?
b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

There is no reason to believe that the proposed changes will disproportionately impact anyone due to this protected characteristic.

However, the following points should be noted:

- The re-provision of the GP in the wellbeing hub should improve healthcare and service provision on the estate, positively impacting any LGBTQ+ people with specific healthcare needs.

It is understood that those who have this protected characteristic may face disproportionate challenges in the labour market. The approach to the rent strategy is felt by the council to be the fairest way to improve the quality of housing for residents whilst ensuring that residents are not financially worse off. Mitigations, as set out in this EqIA, will be in place to support residents.

Impacts

This proposal will have a neutral to positive impact on people with this protected characteristic as set out above

4j. **Socioeconomic Status (local)**

Data

Borough profile

Income[11]

Haringey is the 4th most deprived in London as measured by the IMD score 2019 (where 1 = most deprived). The most deprived LSOAs (Lower Super Output Areas or small neighbourhood areas) are more heavily concentrated in the east of the borough.

22.4% of the population in Haringey aged 16-65 receive Universal Credit as of March 2021.

29% of employee jobs in the borough are paid less than the London Living Wage.

The average wage of someone working in Haringey is £30,452 per year and the average resident wage (including people who travel out of the borough for work) is £35,769 per year.

Educational Attainment[12]

While Haringey's proportion of students attaining grade 5 or above in English and Mathematics GCSEs is higher than the national average, it performs worse than London.

5.5% of Haringey residents have no qualifications.

Target Population Profile

Historically, Broadwater Farm has been affected by deprivation, with high unemployment in the 1980s. The estate falls across LSOAs including Haringey 013D which, as of 2015, is ranked **1,271** out of 32,844 LSOAs in England; where 1 is the most deprived. This puts residents of Broadwater Farm amongst the 5% most deprived neighbourhoods in the country.

Across Haringey, the majority of the areas that fall within the 10% most deprived nationally category lie within Tottenham. Within this context, Broadwater Farm represents a concentration of deprivation across several categories.

As of 2015, Broadwater Farm falls in a LSOA ranked 4693 out of 32,844 for education, skills and training; among the 20% most deprived for education, skills and training.

What data sources will you use to inform your assessment of the impact of the proposal on people under this protected characteristic?

Lower Super Output Area (LSOA) data.

Detail the findings of the data.

a) Might members of this group be disproportionately affected by the proposal due to overrepresentation? How does this compare with the wider demographic profile of the Borough?

[11] Source: Annual Survey of Hours and Earnings, ONS, 2019

[12] Source: Annual Population Survey 2019 (via nomis)

b) Might members of this group be disproportionately affected by this proposal by dint of a need related to their protected characteristic?

Overall impact

Broadwater Farm residents are disproportionately from lower socio-economic backgrounds (compared to borough, London and national averages). These proposals will overall have a positive impact on people from lower socio-economic backgrounds as they will get an improved neighbourhood that is safer, has upgraded and new green spaces, better amenities, is more accessible to those walking and cycling, and has more family homes. Furthermore, as the new council homes at council rents will be prioritised for returning and existing Broadwater Farm residents under the Broadwater Farm Rehousing and Payments Policy (BWFRPP) and Neighbourhood Moves Scheme, households from lower socio-economic backgrounds will benefit from these homes disproportionately.

Construction process

The proposals may have some negative impacts in the short term, as a result of the demolition and building process and associated disruption.

To mitigate these impacts, contractors will be required to submit a detailed plan for how to minimise all disruptions and alternative access routes will be provided. This may include using the most suitable modern methods of demolition and construction, ensuring working hours are considerate, and designing site boundaries in the most thoughtful way possible. This will ensure residents can still access the local bus service on the estate.

Social infrastructure and local economic impact

Further to this, as a result of the large design, demolition, and construction contracts for this project – residents and local people will be able to benefit from jobs, skills and training opportunities that can help them increase their income. The council will have significant leverage as part of this development, such as using S106 money and specifying the need for local job and/or training opportunities in contracts.

For example, as part of the contract with Karakusevic Carson Architects, a young resident was awarded a paid internship opportunity and a number of other young people continue to benefit from part-time paid work (and associated skills training) through the creation of a youth group on the estate. The youth group – the Lost Blocks Collective – has provided paid opportunities to around 6 young people from the local area and helped them develop skills such as invoicing as self-employed, media and creative skills and training in bid writing and grant submissions.

- Rent strategy.

All of the 295 new and replacement homes to be built on Broadwater Farm will be council homes at council rents. Current council rents across the borough are a patchwork of historic rents which are dependent on the policy in place when each

tenancy started, with a significantly lower rent-setting policy applying in Haringey prior to 2013/14 and changes introduced by the Government to the way rents are set over the years. Currently the council sets new rents at “formula rent”, and this is the rent that would apply to new tenants allocated secure tenancies on the estate under the Allocations Policy. Whilst these homes will still be social rents, it is likely that they will be more expensive that the average social rent currently paid by residents on the estate. This is a result of a combination of factors:

- Rents on the estate are historically low due to a number of factors, such as old council policies, a large proportion of longer tenancies and low land values on the estate.

- The new properties will be set at ‘target rent’ which uses a government formula to calculate social rent. As they will be larger than existing properties, this ‘target rent’ is going to be higher than existing ‘target rents’ on the estate.

The exact increase would depend on the inputs to the formula at the time and the bedroom size of the property. Service charges on the new homes will be calculated based on the services that are provided, with the aim to ensure that costs are minimised through designing buildings which are easier and more affordable to maintain. The exact level of service charges will be determined at a later date. We will be working closely with residents to understand the type and level of services that tenants and leaseholders want and need, and ensure that these are affordable.

During the consultation with Tangmere and Northolt residents that preceded the rehousing of these residents, the materials indicated that rents would be on the same terms as they currently are for those returning to the estate. This is in line with the Estate Renewal Rehousing and Payment Policy’s (ERRPP) commitment to residents not being ‘financially worse off’ as a result of regeneration. This commitment refers to the cost of moving home and is reflected in the provision of financial support through the Broadwater Farm Rehousing and Payments Policy (BWFRPP). In addition, the council is committed to providing these new council homes at council rents. However, the council recognises the importance of the new homes being affordable for those who had no choice but to move from their homes (i.e., Tangmere, Northolt and in the future Stapleford North residents).

Those residents that are returning to the estate from Tangmere, Northolt and Stapleford North will be charged no more than 10% more than the average Council rent residents are paying for an equivalent size property on the current Broadwater Farm Estate at the time of their move. The recommendation to Cabinet ensures that households returning to the estate are not being exposed to the rental increase which would occur if the rents were set in line with formula rents. The increase of up to 10% reflects the fact that residents will be moving to a brand-new home, while limiting the impact on household finances. Increases, the council believes, will be offset by energy bill savings from the new homes’ increased energy efficiency (e.g. ‘You’ve Got the Power’, HBF, 2017), which will continue to be developed through the design of the new homes, and reflects the fact that residents will be moving to a brand-new home. The Council therefore believes that a 10% increase is fair and affordable.

New homes on the estate allocated to residents under the Allocations Policy or Neighbourhood Moves Scheme will have rents set at formula rent, as would be the case in any other secure tenancy they are granted in the borough. The council believes this is a fair approach, as people who are not required to move as a result of rehousing will have a choice whether to take up one of the new homes.

Although this may have a negative impact on those who wish to move to the new homes, council rents will still be more affordable than private rents and no one will have to move to the new homes if they cannot afford to.

This may have a disproportionate impact on those from the lowest socio-economic households who would benefit from the homes but cannot afford them.

The potential negative impact of increased rent costs can be mitigated through a number of means: detailed housing needs assessments (including financials) before being moved to a new home; support via the council such as from the employment and skills team, income collection team, and Discretionary Housing Payments; and the fact that existing properties on the estate (which have lower rents) will become available as a result of residents moving under the Neighbourhood Moves Scheme.

Impacts

This proposal will have both a positive and negative impact on those from lower socio-economic backgrounds as set out above

5. Key Impacts Summary

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

Overall, the proposals will have a positive or neutral impact on all groups with protected characteristics – who will benefit from potentially getting a new council home, new green and open spaces, improved security, better accessibility and walkability, improved security and lighting, and more amenities such as shops and workspaces.

Where negative impacts have been identified, the council believes that these can be mitigated successfully to ensure disproportionate impacts are either avoided or minimised.

5b. Intersectionality

- Many proposals will predominantly impact individuals who have more than one protected characteristic, thereby transforming the impact of the decision.
- This section is about applying a systemic analysis to the impact of the decision and ensuring protected characteristics are not considered in isolation from the individuals who embody them.
  Please consider if there is an impact on one or more of the protected groups? Who are the groups and what is the impact?

Many of the groups identified in this EQIA will fall in to two or more categories of protected characteristics, such as BAME women with disabilities or elderly LGBTQ+ people from lower socio-economic backgrounds. Therefore, the impacts of these proposals cannot be considered in isolation. For example, this EQIA acknowledges that BAME people are disproportionately represented on the estate and that people from lower-socio economic backgrounds are also disproportionately represented – many people will fall into both of these categories. This could mean that they will be impacted by both the positive impacts of the improved estate and the negative impact of the increased rents of new council homes. The mitigations noted throughout this EQIA will ensure that support is available to those that fall into two or more protected categories.

5c. Data Gaps

Based on your data are there any relevant groups who have not yet been consulted or engaged? Please explain how you will address this

Not applicable.

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

Summarise the key implications of the decision for people with protected characteristics.

In your answer, please consider the following three questions:

- 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?

- Will the proposal help to foster good relations between groups who share a relevant protected characteristic and those who do not?

The proposal will not result in any direct or indirect discrimination against individuals with protected characteristics. Overall, it is anticipated that the equalities impact of this proposal will be positive but where potential negative impacts have been identified, the mitigations that will be taken have been outlined.

The proposals will help to advance equality of opportunity by creating a fairer, more equal estate with more opportunities, better housing, improved public space, a safer environment and improved green and open spaces. These benefits will improve the sense of community on the estate, ensuring that everyone feels safer and more welcome spending time on the estate. This will improve cross-community relations in the medium- to long-term by empowering the community and creating an improved neighbourhood for people to live.

7. Amendments and mitigations

Where mitigations are relevant, these have been detailed above.

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

Further information on responding to identified impacts is contained within accompanying EQIA guidance

Please delete Y/N as applicable

No major change to the proposal: the EQIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. 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

Y

Adjust the proposal: 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

N

Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.

N

7b. What specific actions do you plan to take to remove or mitigate any actual or potential negative impact and to further the aims of the Equality Duty?

Action: N/A

Lead officer: **[Type answer here].**

Timescale: **[Type answer here].**

Please outline any areas you have identified where negative impacts will happen because 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 the:

[Type answer here].

7. Ongoing monitoring

Summarise the measures you intend to put in place to monitor the equalities impact of the proposal as it is implemented.

- Who will be responsible for the monitoring?
- What the type of data needed is and how often it will be analysed.
- When the policy will be reviewed and what evidence could trigger an early revision
- How to continue to involve relevant groups and communities in the implementation and monitoring of the policy?

[Type answer here].

Date of EQIA monitoring review:

[Type answer here].

8. Authorisation

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

Date **[Type answer here].**

9. Publication

Please ensure the completed EQIA is published in accordance with the Council's policy**.**

Please contact the Policy & Strategy Team for any feedback on the EQIA process.

Report for: **Cabinet 7 December 2021**

Title: Implementation of Bruce Grove West Green Low Traffic Neighbourhood

Report authorised by: David Joyce, Director of Housing, Regeneration & Planning
Stephen McDonnell, Director of Environments & Neighbourhoods

Lead Officer: Rob Krzyszowski, Assistant Director Planning, Building Standards & Sustainability
Mark Stevens, Assistant Director Direct Services

Ward(s) affected: Bruce Grove, West Green

Report for Key/ Non-Key Decision: Key

1. Describe the issue under consideration

1.1 This report seeks approval of the principle to implement the Bruce Grove West Green Low Traffic Neighbourhood (Bruce Grove West Green LTN) experimental scheme and a range of complementary measures including new pedestrian crossings, cycle hangars and four trial School Streets. The LTN aims to reduce or remove non-local motor traffic from residential areas of Bruce Grove and West Green, as well as reduce the number of short trips made by vehicles which could be walked or cycled. The proposed Bruce Grove West Green LTN would be implemented on a trial basis for a maximum of 18 months under an experimental traffic management order.

2. Cabinet Member Introduction

2.1 Haringey is embarking on a programme of implementing Low Traffic Neighbourhoods (LTNs) to deliver the objectives set out in the adopted 2018 Transport Strategy and the public consultation draft of the Haringey Walking and Cycling Action Plan (2021) and as part of our ambitious Streets for People initiative. LTNs are needed across the borough to 1) reduce pollution, especially NO2 and particulate matter, which can affect lung function and breathing, worsening respiratory diseases including asthma in children and chronic obstructive pulmonary disease (COPD) in adults; 2) improve health outcomes related to inactivity; 3) reduce motor traffic collisions; 4) reduce carbon emissions in our attempt to avoid catastrophic climate change and finally 5) reclaim neighbourhood streets for pedestrians and communities and to make safe welcoming, inclusive spaces for all residents.

2.2 In contrast to many other London boroughs that implemented LTNs in 2020 with limited public engagement and consultation ahead of implementation, Haringey has undertaken significant engagement and consultation on the proposed Bruce Grove West Green LTN. Over the past year, the Council has carried out three separate engagements on the proposed Bruce Grove West Green LTN and numerous additional engagements with key stakeholders. We have listened to feedback and comments, sought to address the key concerns raised, and the ideas and opinions shared have been fed into the design of the Bruce Grove West Green LTN. A key change has been the extension of the proposed Bruce Grove West Green LTN area further westwards in response to early community feedback.

2.3 The Council has considered all feedback to the public consultation on the proposed Bruce Grove West Green LTN (Stage 3 Engagement) and associated complementary measures. While there was overall support for reducing the traffic within the Bruce Grove West Green LTN area, it is noted that there was an overall negative response to the proposed changes in each of the two areas within the Bruce Grove West Green LTN. These 'headline results' conceal a range of views about the proposed Bruce Grove West Green LTN. In some cases, negative responses reflected 'in-principle' objections of individuals to the implementation of the Bruce Grove West Green LTN but in other cases negative responses reflected particular concerns about the effects of the proposed LTN (e.g. displacement of traffic) or detailed design matters (e.g. the type and locations of filters). There are a range of ways in which the Council will mitigate the key concerns expressed, including making post-consultation changes to the proposed Bruce Grove West Green LTN, making Blue Badge holders who live in the LTN or on its boundary roads eligible for exemptions to some of the LTN filters, comprehensive monitoring while the experimental scheme is in force and continued engagement with the local community and other key stakeholders and communities. During the trial, we will keep channels of communication open for residents and the wider community to feedback their experience. By taking a phased implementation of delivering the School Streets, pedestrian crossing facilities and bike hangars first and monitoring the impact of these, potential traffic displacement mitigation measures can be better identified and deployed, in conjunction with any changes within the Bruce Grove West Green LTN, if necessary.

2.4 The Bruce Grove West Green LTN will be a key driver towards a safer, cleaner, greener, fairer and happier borough and I am therefore recommending that the scheme and associated complementary measures are taken forward on a trial basis. The Bruce Grove West Green LTN will remove through-traffic from the LTN area, reclaiming local streets for the people who live there, making them once more community spaces where people meet, chat, socialise and where children play. Together with the proposed complementary measures, it will improve the walkability and cyclability of the local area, creating safe, active travel corridors

between local amenities including shops, schools, surgeries, parks, and leisure facilities.

3. Recommendations

That Cabinet:

A) Notes the responses received to the proposed Bruce Grove West Green Low Traffic Neighbourhood (LTN) as part of Engagement Stage 1 (Early Engagement), Engagement Stage 2 (Community Design Workshops) and Engagement Stage 3 (Public Consultation) as set out in Appendices E and K;

B) Approves the making of an experimental traffic management order to implement the Bruce Grove West Green LTN experimental scheme, as set out on the plan in Appendix L, subject to funding, and provided that any changes to the plan in Appendix L are reported back to the Leader, Cabinet or an individual Cabinet member for approval before being implemented;

C) Approves the making of an experimental traffic management order to implement the School Streets, as set out on the plan in Appendix L, subject to compliance with relevant statutory requirements and detailed engineering drawings to implement the traffic control measures show on the plan;

D) Approves the bike hangars, as set out on the plan in Appendix L, subject to compliance with relevant statutory requirements and detailed engineering drawings;

E) Approves the pedestrian crossings, as set out on the plan in Appendix L, subject to compliance with relevant statutory requirements and detailed engineering drawings;

F) In relation to the LTN only, approve the exemption of:

a. Blue Badge holders living within the LTN or on its immediate boundary;
b. Special Educational Needs and Disabilities (SEND) transport; and
c. Essential Haringey Council services catering for people with a disability

to non-hard closure filters in the Bruce Grove West Green LTN experimental scheme, as per paragraph 6.80 of this report.

G) Delegates approval to the Director of Environment & Neighbourhoods to agree the engineering drawings for the experimental traffic management

orders for the Bruce Grove West Green LTN and School Streets and the engineering drawings for the bike hangars and pedestrian crossings, set out in recommendations B to E, provided any changes to the Plan in Appendix L do not need to be reported back to the Leader, Cabinet or an individual Cabinet member as a key decision;

H) Authorises the Director of Environment & Neighbourhoods, in consultation with the Cabinet Member for Environment, Transport and the Climate Emergency, to modify or suspend the operation of the experimental traffic management orders for the Bruce Grove West Green LTN and/or School Streets if it appears to the Director essential in the interests of the expeditious, convenient and safe movement of traffic or for providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road affected by the order runs provided any decision to modify or suspend does not need to be reported back to the Leader, Cabinet or an individual Cabinet member as a key decision.

4. Reasons for decision

4.1 The proposed Bruce Grove West Green LTN has been developed over 10 months informed by a significant amount of engagement with local residents and other key stakeholders. In early 2021, the Council began early engagement with residents and businesses on the proposed Bruce Grove LTN. The most common issues raised by respondents were ‘traffic speeding’, ‘traffic volume’ and ‘rat-running traffic.’ The most common suggested improvements from respondents were ‘reduce traffic volume’, ‘reduce traffic speeds’ and ‘increase traffic and speeding enforcement’. Having regard to strong feedback received that the proposed Bruce Grove LTN should be extended westwards to include the area between Belmont Road/Downhills Way, West Green Road and Westbury Avenue, the Council began to work up an expanded proposal for a Bruce Grove West Green LTN. A series of Bruce Grove West Green LTN design proposals were subsequently developed to help address the concerns raised. Engagement was carried out on these in May 2021 via online Community Design Workshops.

4.2 From 16 August 2021 to Friday 17 September 2021, a public consultation was held on the preferred design options. There was an overall positive response to the Council proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN but, when people were asked how they felt about the proposed changes in each of the two areas within the proposed Bruce Grove West Green LTN, there was an overall negative response. While some people opposed the principle of the proposed scheme, many supported the principles behind the Bruce Grove West Green LTN but had concerns about the Council’s specific approach. In response to specific concerns raised, the Council has made a number of post-consultation changes to the proposed Bruce Grove West Green

LTN as well as proposed a number of exemptions to the traffic restrictions. Other key concerns of those opposing the Bruce Grove West Green LTN are noted, particularly increased traffic on main roads, followed by concerns around increased car journey times and increased air pollution on main roads, including near schools. However, by taking a phased implementation of delivering the School Streets, pedestrian crossing facilities and bike hangars first and monitoring the impact of these, potential traffic displacement mitigation measures can be better identified and deployed, in conjunction with any changes within the Bruce Grove West Green LTN. It is also the case that people without access to a car were underrepresented within respondents. Such people were found to be much more positive about the Bruce Grove West Green LTN than those who own or have access to a car.

4.3 Introducing the Bruce Grove West Green LTN is expected to result in the adjustment of motor vehicle travel behaviour of both those living within the LTN and those living outside. Some drivers will adjust routes and behaviour to avoid the Bruce Grove West Green LTN area, switch to walking, cycling or public transport or even reduce the number of journeys. The proposed Bruce Grove West Green LTN will contribute to reducing through-traffic in the area; it will also help encourage residents who currently make trips by motor vehicle to switch some local journeys to more sustainable travel modes. A substantial proportion of locally-generated motor vehicle trips (i.e. by Haringey residents) are short. TfL data indicates that over 60% of such trips (accounting for those that are essential/cannot be made by other means, e.g. due to a physical or other disability) could be made by cleaner, more sustainable modes. By making some local motor vehicle trips slightly less attractive (e.g. slightly longer due to restrictions in certain places) and walking/cycling much more attractive (by reducing dominance of vehicle traffic on these streets), a switch from the former to the latter will be encouraged.

4.4 Transport is the third largest source of emissions in the borough yet less than half of Haringey households have access to a car or van and this figure is falling. Census data from 2011 shows that household access across the area to cars or vans is low. 59% of households in Bruce Grove ward and 57% of households in West Green ward do not have access to a car or van. This means that that the majority of households in the area do not benefit from the large amount of space on the public highway which currently enables rat-running.

4.5 A range of assessments have been carried out to understand the potential impacts of the proposed Bruce Grove West Green LTN. The Equalities Impact Assessment (EqIA) showed that the measures are likely to advance equalities for many protected groups, albeit with a small disadvantage noted for those solely reliant on motor vehicles for transport. On balance, the scheme is considered to promote equality of opportunity among protected groups.

4.6 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. In simple terms the duty is to secure "the expeditious movement of traffic including pedestrians on the authority's road network".

4.7 A high-level transport assessment was prepared for the Bruce Grove West Green LTN which predicted a reduction in motorised vehicular traffic within the proposed Bruce Grove West Green LTN and a range of a range of potential negative impacts on motorised vehicular traffic on certain parts of the boundary roads and at certain times (from a 0-50% increase to a 100%+ increase). However, it should be noted this is only a prediction and was based on the worst-case assumption that all motorised vehicular traffic reassigns to the nearest available route and assumed that the boundary roads are able to accommodate additional motorised vehicular traffic. There are varying levels of spare capacity in those boundary roads. Early reviews by Sustrans of 6 trial LTNs across London have shown a general reduction in traffic over time within the LTNs with a mixed picture for the boundary roads. It is only possible to accurately understand impacts of the proposals on the highway network once the scheme is in place. The scheme is proposed to be implemented on a trial basis supported by a comprehensive monitoring programme covering traffic flows and pedestrian flows, bus journey times, emergency response times, and air quality. It should be noted that 'traffic' includes motorised and non-motorised travel modes and it is considered that the Council would not be in breach of its network management duty in implementing the Bruce Grove West LTN, provided that it is phased appropriately including having regard to other LTNs proposed to be taken forward by the Council (Bounds Green and St Ann's) and considering possible mitigation measures to counter the extent of negative impact on its boundary roads.

4.8 The Department for Transport's statutory guidance on the Traffic Management Act 2004: network management to support recovery from COVID-19 (last updated 30 July 2021) sets out that, following the pandemic, local authorities are expected to continue to reallocate road space to people walking and cycling including through measures such as modal filters which can create low-traffic or traffic-free neighbourhoods.

5. Alternative Options Considered

5.1 The alternative options available to the Council are:

Option 1: Implement an alternate design for the Bruce Grove West Green LTN. The original design for the LTN excluded the area bounded by Belmont Road/Downhills Way, West Green Road and Westbury Avenue. Proceeding with the original option is rejected because it does not take account of strong community feedback at Engagement Stage 1 (early engagement) to include this area with the proposed Bruce Grove West Green LTN

Option 2: Implement the Bruce Grove West Green LTN in a geographically-phased way – i.e. segmenting the area into discrete parts. Although this would enable the funding currently available to be used to implement full LTN measures in one or more parts of the LTN (e.g. the West Green element, a western section of Bruce Grove – say, Belmont Road/Downhills Way to Mount Pleasant Road - and an eastern section of Bruce Grove – say, Mount Pleasant Road to Bruce Grove/High Road), the effect would merely be to temporarily displace rat-running through-traffic to slightly fewer roads within the overall Bruce Grove West Green LTN and therefore exacerbate the problems currently experienced on those roads, particularly by their residents. However, the selection of which parts to proceed with and which ones should be deferred until sufficient funding was available would be arbitrary and, for the most part, would represent a slight variation of Option 1 in terms of timing and coverage. Furthermore, additional cost would be incurred in creating any such discrete parts, delaying the rate at which the full Bruce Grove West Green LTN could be created.

Option 3: Not to implement an LTN in Bruce Grove West Green i.e. 'Do Nothing'. This option is discounted as would not: reduce pollution; reduce motor traffic collisions; reduce carbon emissions; reclaim neighbourhood streets for pedestrians and communities; support active travel modes and therefore improved health outcomes; address inequalities with impacts felt disproportionately by those who do not own a car.

6. Background

Strategic context

6.1 The strategic context for the scheme is provided by the Borough Plan, Transport Strategy, Climate Change Action Plan, Air Quality Action Plan, School Streets Plan, and draft Walking and Cycling Action Plan (WCAP). These are summarised in Appendix A.

6.2 The draft WCAP sets out a range of schemes that will form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices including Low Traffic Neighbourhoods.

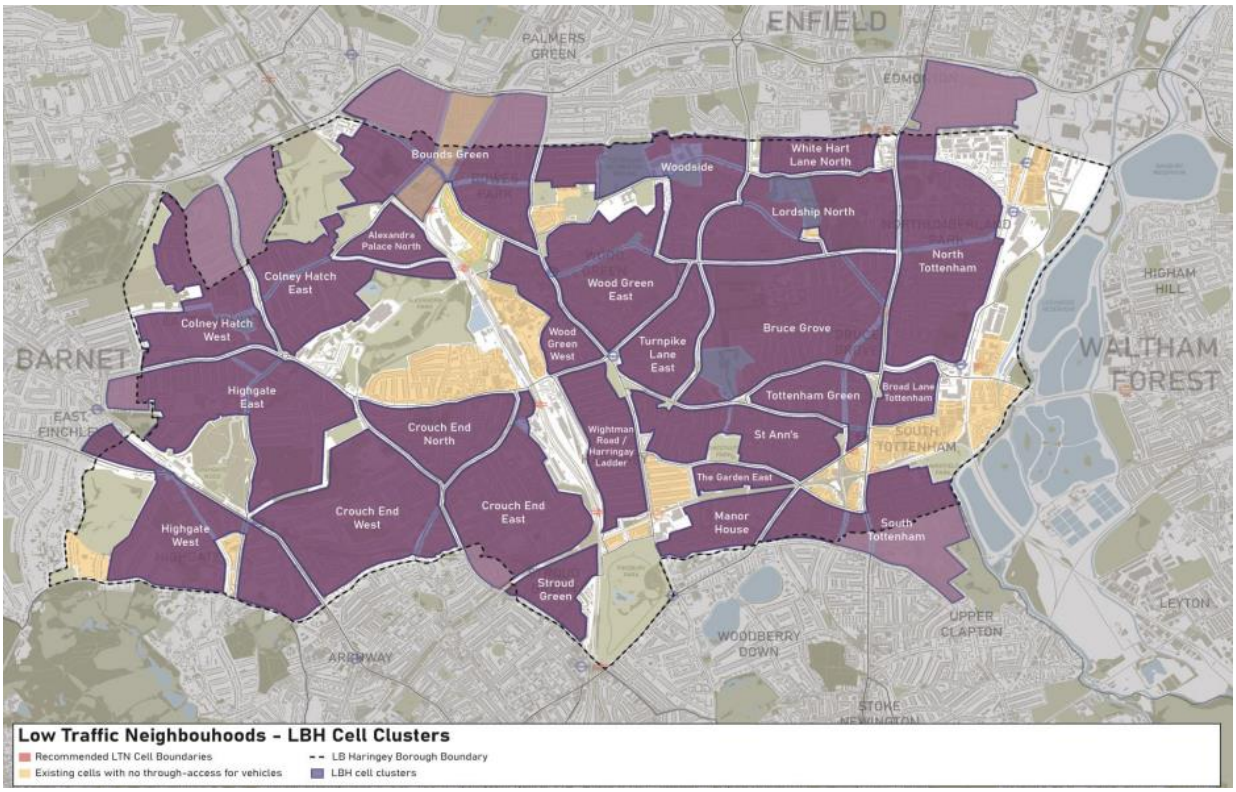
Low Traffic Neighbourhoods

6.3 Low Traffic Neighbourhoods (LTNs) are area-based traffic management schemes that aim to reduce or remove non-residential motor traffic from residential areas, as well as reduce the number of short trips made by vehicles which could be walked or cycled. A range of measures are usually introduced as part of LTNs which work together to make it more difficult for motor traffic to travel through an area meaning it is only trips originating from local addresses or

delivery and service vehicles that can be made. Measures that are normally introduced in LTNs include one-way streets, banned turns and features called modal filters where roads are closed to motor traffic (at one end or in the middle) removing the ability of non-local traffic to drive along a street. Modal filters can be either be in the form of physical barriers or roads left open for access by permitted vehicles such as emergency services which in some cases are enforced via CCTV.

6.4 The draft WCAP, published for consultation in November 2021, includes Policy 4 to deliver a network of LTNs across the borough. It sets out that Haringey will develop a borough-wide vision for LTNs, taking into account the function of the street network, the availability of through routes and the location of key destinations in the borough. As a starting point towards a borough-wide network of LTNs, the draft WCAP identifies 25 potential LTN locations as set out in Figure 1.

Figure 1: Potential Low Traffic Neighbourhoods



6.5 Bruce Grove and Turnpike Lane East are included as two of 25 potential LTN locations in the draft WCAP (together these make up the Bruce Grove West Green LTN). An LTN in this location is consistent with the ten criteria listed in the document for defining and determining locations for LTNs. These include potential for more walking and cycling, safe access to schools and community engagement.

Issues

6.6 Over past decades, there has been a significant increase in traffic volumes on residential streets, resulting in greater noise, air pollution and road danger. This has been made worse by the introduction of sat nav apps which lead increasingly to more traffic passing through residential areas. At the same time, car ownership across London has been falling. The 2011 Census indicated only 48% of households in Haringey had access to a car or van. A Centre for London report[1] published in 2020 indicated that figure has now fallen to 43%. A large portion of traffic on Haringey's residential roads is from vehicles which have not originated from or are not destined for the borough.

6.7 LTNs are a key tool available to councils to help reduce traffic volumes not only on residential streets but across their areas more generally. While LTNs are a traffic intervention, their potential benefits primarily relate to public health. Where LTNs are implemented successfully and remove traffic, they can deliver improved air quality, provide for cleaner, healthier, safer and more pleasant routes to schools and other destinations, enable streets to be reclaimed for play and community interaction and, in so doing, support increased physical activity and improve health and wellbeing.

6.8 During the height of the Covid-19 lockdown, London witnessed how creating more space to walk and cycle can reduce traffic and improve air quality. Traffic on streets reduced dramatically and, in turn, London's toxic air pollution improved in many areas[2]. Less traffic on our streets created safer, quieter streets and improved the experience for walking and cycling.

6.9 The major effect of introducing an LTN is that it alters vehicle travel behaviour. In particular, LTNs are a key tool to eliminate through-traffic (i.e. traffic that does not have an origin or destination within the LTN). The implementation of an LTN requires drivers who would ordinarily travel through the LTN to adjust their behaviour, either by taking an alternative route, switching to walking, cycling or public transport or even reducing the number of their journeys. LTNs can also require drivers living within the LTN area to alter their travel behaviour. While every home in a LTN can be accessed by car and can receive deliveries to their doors, it is the case that some residents and business visitors may have to drive further or use a different road to access their address.

Traffic reduction versus traffic displacement

6.10 A key point of contention is whether LTNs lead to an overall reduction in traffic (i.e. 'traffic reduction') or whether they just displace it from one location to

[1] Centre_for_London_Future_of_parking.pdf (centreforlondon.org)
[2] https://www.london.gov.uk/sites/default/files/london_assembly_environment_committee_-_air_quality_report_-_february_2021.pdf

another. It is impossible to predict how people will change their travel behaviour as a result of an LTN. However, evidence from other schemes in London shows that the changes in traffic volumes on boundary roads are very different to what would be predicted by simple reassignment of traffic. A paper[3] examining over 70 case studies of road space reallocation from eleven countries, and the collation of opinions from over 200 transport professionals worldwide, found that predictions of traffic problems are often unnecessarily alarmist, and that, given appropriate local circumstances, significant reductions in overall traffic levels can occur, with people making a far wider range of behavioural responses than has traditionally been assumed.

6.11 A particular concern is around traffic being displaced from the quieter residential areas onto surrounding main roads (often bounding the LTN) which could also be residential and may already be very congested. An analysis in Waltham Forest[4] found that, although traffic on major roads adjacent to LTNs increased slightly, it increased less than traffic in London as a whole during this period. Traffic decreased by 56% over the whole (both inside and outside the LTN) with 10,000 fewer vehicles a day across the project area. A study[5] by Kings College on Waltham Forest in 2019 found that air quality did not get worse on major roads (or other non-LTN areas) after the introduction of LTNs. A related concern is that increasing traffic on boundary roads is likely to disproportionately affect more deprived residents and those with protected characteristics. A spatial analysis of London's new LTNs[6] has shown that, across London, people in deprived areas were much more likely to live in a new LTN than people in less deprived areas and that, at a micro-level, LTN residents were demographically similar to neighbours in immediately adjacent areas.

Short-term versus long-term impacts

6.12 Another issue with LTNs concerns short-term versus long-term impacts. It can take time for drivers to get used to changes which can be disruptive in the short-term after an LTN is implemented. There may be some increase in driver queues at some main road junctions at certain times of the day which can initially lead to intermittent delays to bus services. However, experience from other 6 LTNs introduced in London has shown that, after a few months of a 'settling in' period, impacts on a majority of main roads tended to not be significant (see Appendix H). The growing body of data on LTN impacts in London has revealed a wide spectrum of impacts from large and small increases and decreases in traffic to insignificant changes either way.

Access to properties

[3] https://nacto.org/wp-content/uploads/2015/04/disappearing_traffic_cairns.pdf
[4] https://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[5] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings Report_310718.pdf
[6] https://osf.io/preprints/socarxiv/q87fu/

6.13 As noted above, every property in a LTN can be accessed by car but it is the case that some residents and visitors may have to drive further or use a different road to access the address. This raises a variety of potential issues including for businesses, religious institutions, people with disabilities, taxis and private hire, emergency services, and general permeability and accessibility of communities. To a large extent, potential impacts depend on how an LTN is planned and designed and the extent of engagement and consultation which is undertaken.

Businesses

6.14 LTNs may mean that access to certain businesses by motor vehicle is affected. This has implications for businesses who some people visit by car, those that rely on motor vehicles for deliveries, and for businesses directly related to motor vehicles such as MOT garages. Issues in this regard are partly mitigated by the fact that all businesses in an LTN are still able to be accessed by car. It is important to note that there are evidenced benefits to businesses from increased levels of walking and cycling[7]. People who walk and cycle more take more trips to the local high street over the course of a month. On average, pedestrians make 16 visits, cyclists 12, and car drivers 8. On average, over a month, people who walked to their local high street spent 40% more.

Community facilities

6.15 LTNs may also affect access to community facilities such as religious institutions. Again, issues in this regard are partly mitigated by the fact that all addresses in an LTN are still able to be accessed by car. It is also the case that such facilities become more attractive to walk and cycle to because of the reduction in traffic within the LTN. Notwithstanding this, it is noted that not all people are able to walk and cycle to such facilities and changes in vehicular access may present some difficulties.

Older people and people with disabilities

6.16 A key issue with LTNs is that they have the potential to impact disproportionately on individuals and groups who experience barriers to walking, cycling and using public transport and who rely on a motor vehicle to get around. Specific groups who may be presented with difficulties by LTNs include older people and people with disabilities. People and groups who rely on motor vehicles may also be more affected such as those who have carers or who use transport services such as special educational needs and disabilities (SEND) transport. LTNs do not prevent anyone driving to their home or to a particular address as all addresses remain

[7] https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf

accessible. It is also worth noting that disabled people also walk and cycle therefore their needs will differ to those who use a motor vehicle to get around.

6.17 Each person with disabilities has different needs and they cannot be treated as one homogeneous group. A report by Transport for All set out that the positive impacts of LTNs experienced by different people with different disabilities included: easier and more pleasant journeys, increase in independence, decrease in traffic danger and benefits to physical and mental health. The negative impacts included: longer journey times for residents and visitors, travel becoming more exhausting, complicated or difficult and some cases of a negative impact on mental health, issues with taxis and a perceived rise in traffic danger. it is crucial that the needs and requirements of these individuals and groups are properly taken into account as part of the design process of an LTN

Taxis & private hire

6.18 The traffic restrictions introduced by LTNs can mean that taxi and private hire vehicles may have to drive further or use a different road to access certain addresses. Taxi/private hire journeys could be more difficult or take longer with more expensive fares as a result. To the extent this is the case, LTNs may have potential impacts for both taxi drivers and taxi passengers. Impacts could fall disproportionately upon groups who cannot use other transport options and thus rely on taxis/private hire vehicles to make certain trips. It is noted that a large portion of London black cabs are wheelchair-accessible vehicles and these vehicles, together with fully accessible private hire vehicles, provide a valuable option for travel, particularly to elderly or disabled people. It is important that the needs and requirements of all road users are taken into account when designing LTNs.

Emergency services

6.19 A common concern about LTNs is that they have potential to slow down emergency services, either through blocking routes within the LTN or creating greater congestion outside of it. The ability of emergency services to efficiently use the highway network is a genuine factor that must be taken into account with LTNs. It is important that emergency services are extensively consulted as proposals develop and that their vehicles are provided with necessary accesses. A common way to do this is to use camera enforced filters rather than physical barriers as filters. Data from long-standing LTNs have shown that there is no negative impact on emergency response. In Waltham Forest, Fire Brigade response times were unchanged inside LTNs, and slightly faster on boundary roads[8].

[8] https://findingspress.org/article/18198-the-impact-of-introducing-a-low-traffic-neighbourhood-on-fire-service-emergency-response-times-in-waltham-forest-london

Exemptions

6.20 One tool which is available to councils is to issue exemptions to certain road restrictions within an LTN. This relies upon some modal filters being camera-enforced rather than enforced through physical barriers. This is commonly done across London for a variety of purposes. Some people in Haringey are eligible to apply for exemption for a free School Streets exemption including Blue Badge (disabled) holders who require access to the street during the specified times and pupils of the school that have a disability that prevents them from walking or cycling to school.

Accessibility for communities

6.21 The permeability and accessibility of communities can be affected by the introduction of an LTN - whilst accessibility for cars is reduced (but not removed), accessibility for pedestrians and cyclists is increased. It may be the case that vehicular access is restricted to some communities to remove harmful through-traffic which does not have an origin or destination in the local area. While this may mean some residents and visitors may have to drive further or use a different road to access the community, accessibility by public transport can be retained and enhanced through appropriate choices of filters such as bus gates. Accessibility and permeability for pedestrians and cyclists can also be significantly improved through the removal of through traffic. A study in Bristol[9] found the number of friends and acquaintances reported by residents was significantly lower on streets with higher volumes of motor traffic.

Community safety

6.22 A further concern around LTNs is that if traffic is reduced and streets are quieter there is a risk of more crime/anti-social behaviour, including with regard to violence against women and girls. The introduction of an LTN in Waltham Forest was associated with a 18% decrease in street crime within the LTN and 10% across the borough and this effect increased with a longer duration since implementation[10]. It is nevertheless important that LTNs are designed with a view to designing out crime through approaches such as Secure by Design and that the Metropolitan Police Service is engaging robustly and as early as possible.

External funding

6.23 In usual times, London Boroughs are allocated money by Transport for London (TfL) to spend on projects that support the Mayor's Transport Strategy through a Local Implementation Plan (LIP). The Council's LIP 2019-2022 was approved by the Deputy Mayor for Transport in June 2019. However, the LIP funding

[9] https://core.ac.uk/download/pdf/323897729.pdf
[10] https://osf.io/preprints/socarxiv/ftm8d/

programme was suspended in May 2020 due to financial constraints on TfL, resulting from reduced revenue during lockdown, a government funding agreement and a need to reprioritise any spending. This was to help active and safe travel whilst the public transport system could not operate at full capacity due to social distancing.

6.24 In June 2020, TfL invited London boroughs to bid for funding under the Mayor's London Streetspace Programme which aimed to provide residents with a safe alternative to travelling in the capital (Tranche 1). Haringey was successfully awarded funding for a range of proposals outlined in the Haringey Streetspace Plan (Appendix B); however, a bid to deliver two LTNs (Bruce Grove and St Ann's) (Appendix C) was unsuccessful.

6.25 In July 2020, TfL announced a further Department for Transport Active Travel Fund funding opportunity (Tranche 2). The Council resubmitted unsuccessful Tranche 1 bids together with a new bid for an LTN in Bounds Green in response to an LTN being implemented in Enfield. In December 2020 TfL confirmed the Council had been successful with its three LTN bids. It should be noted that the Tranche 1 LTNs (none in Haringey) are different from the Tranche 2 LTNs that the Council has been awarded funding to deliver. In Tranche 1 funded LTNs were required to be delivered without delay with consultation taking place whilst they were in place. In contrast, the Tranche 2 LTNs are expected to be consulted on before implementation.

6.26 In June 2021, TfL announced a further funding opportunity (Tranche 3) focused on defined priorities. In July 2021, the Council was allocated £927,000 towards its three in-flight LTN schemes comprising £735,000 for School Streets, £72,000 for cycle hangars and £120,000 for transport modelling.

Table 1: External funding secured towards delivery of LTNs

Tranche	**Funding secured**		**Deadline for committal**	**Deadline for spend**
	3 x LTNs total	Bruce Grove West Green LTN		
Tranche 1	None		N/A	N/A
Tranche 2	£866k	£325k including initial allocation of £65k for community engagement and design.	11 March 2022	30 September 2022

Tranche 3	£927k	£368k for four School Streets £24k for cycle hangars £120k for Belmont Road traffic modelling	11 December 2021	11 March 2022 with works complete by 31 March 2022
Total	£1.793m	£837k		

Engagement and Consultation

6.27 The development of proposals for the Bruce Grove West Green LTN has been subject to a significant amount of engagement and consultation. The three main stages of engagement are set out below together with details of ongoing engagement with key stakeholder groups. A Communications and Engagement Plan (Appendix D) was prepared after Engagement Stage 1 with a long-term focus on building relationships with key stakeholders and has underpinned all engagement since.

Engagement Stage 1 - Early engagement

6.28 The Council launched early engagement with residents and businesses on the proposed Bruce Grove LTN in February 2021. A letter was sent to all addresses within the proposed Bruce Grove LTN area explaining how to get involved with the emerging proposal and inviting residents and businesses to let the Council know what transport and travel issues they were experiencing, and what interventions or improvements they would like to see implemented in the proposed Bruce Grove LTN area. Residents were given the opportunity to share their views on an interactive engagement map and to join an online public meeting. For those without internet access, replying to the letter by phone and post was possible. Targeted meetings with schools in the proposed Bruce Grove LTN area, the emergency services and local disability groups were also carried out. The feedback received at this engagement stage was reviewed and analysed. A key finding from Engagement Stage 1 was significant local support for expanding the proposed Bruce Grove LTN westwards to include the area bounded by Belmont Road/Downhills Way, West Green Road and Westbury Avenue. As a direct consequence and having regard to the practicality of expanding the proposed LTN to include two adjacent cells identified on Figure 1 (Bruce Grove and Turnpike Lane East), the area of the proposed LTN was

expanded and the Council began referring to it as the Bruce Grove West Green LTN.

6.29 A summary and analysis of the comments on the interactive online engagement is provided at Appendix E. 2,071 people visited the site and there were 515 confirmed respondents. The most common issue raised by respondents was 'traffic speeding' accounting for 63% of all comments and agreements, followed by 'traffic volume' and 'rat running traffic'. The most common suggested improvements from respondents were 'reduce traffic volumes' accounting for 48% of all comments and agreements, followed by 'reduce traffic speeds' and 'increase traffic and speeding enforcement'. The principal comment hotspot was along Belmont/Langham Road, followed by other highly commented areas such as The Avenue/Sperling Road junction and Higham Road. Approximately 120 people attended the online public meeting.

6.30 A summary of written responses to participant questions at the online meeting is provided at Appendix F.

Engagement Stage 2: Community Design Workshops

6.31 On 26 and 27 May 2021, the Council held online community design workshops for the proposed Bruce Grove West Green LTN. The public workshops were open to all residents in the project area. Letters were sent to all addresses in the area in advance and attendees were able to comment on two design options for their area and raise any potential issues or suggestions about the design. The events were attended by approximately 150 people.

Engagement Stage 3: Public Consultation

How was consultation undertaken?

6.32 A public consultation on the proposed Bruce Grove West Green LTN design ran from Monday 16 August to Friday 17 September 2021 (5 weeks). The public consultation was an opportunity for those living and working in and near the LTN to review the proposed designs and give the Council their feedback. However, it is important to note that the public consultation was available to anyone to respond to, whether they lived in the area or not. The below table summarises strategies used to maximise engagement during the public consultation:

Council website	Consultation hosted on Council website where all key documentation published FAQs
Social media	Twitter, facebook, instagram

Consultation leaflet	Sent to every address and available in local libraries
Haringey People Extra bulletin & Haringey Business Bulletin	LTN item included within email bulletins and available within local libraries
Survey	Sent to every address (freepost return) Could also be completed online, via phone, sent via email or completed in person and deposited at 5 of the borough's libraries
Accessible version of consultation leaflet and survey	Published on the council's website with paper copies available on request.
Translations	Consultation leaflet available on request in 4 commonly spoken languages
Specific stakeholder groups	Bespoke strategies used for specific groups. Detail set out in following paragraphs.
Consultation events	Street exhibition boards in Bruce Grove and West Green Pop-up exhibitions at Turnpike Lane Station, Lordship Recreation Ground Hub, Broadwater Farm Outside school engagement: Bruce Grove Primary School, Willows Primary School/ The Brook Primary School, The Grove School/Belmont Junior School/Belmont Infant School
Posters/lamp columns	25 lamppost wraps and 100 posters were placed across the LTN area

6.33 It was identified before the public consultation that Broadwater Farm Estate is an area within the Bruce Grove West Green LTN where many residents are underrepresented in consultations. To help mitigate this and facilitate participation additional pop-up events were carried out at Broadwater Farm. Using engagement boards and staff positioned at key locations, leaflets were handed out to local residents reminding people about the project. Residents were able to stop and ask questions about the proposals. Leaflets and information were shared at the bus stop and shops/facilities/Community Centre on the Estate.

Leaflets translated into Kurdish and Somali were also placed in the entry halls of buildings within the estate.

6.34 In addition to the main stages of engagement listed above the Council consulted key stakeholders on the emerging LTN proposals as follows:

- **Emergency services:** Three meetings took place with emergency services (Police, Ambulance, Fire Brigade) in 2021. In addition, there was correspondence outside of these meetings as draft designs emerged and evolved.
- **Disabled people and carers**: At the same time as Engagement Stage 2 design workshops were held, the Council began collecting information to help it develop the LTN to meet the distinct requirements of people with disability and access needs. A Disabled People and Carers Survey was launched on 10 May and ran until 1 September 2021. Key stakeholders were written to and informed about the survey to maximise the response rate. The Council worked closely with Disability Action Haringey (DAH) throughout the engagement process through a series of video calls and an online workshop. A street accessibility audit was also conducted with DAH around the Bruce Grove area.
- **Schools:** Schools engagement was carried out in July 2021. A meeting was held for head teachers and a separate meeting was held for parents. Further meetings took place in September with identified schools.
- **Businesses:** A Business Perception Survey was commissioned to help build up a picture of how customers and staff travel to business premises, alongside how they receive deliveries.

<u>What was consulted on?</u>

6.35 The Bruce Grove West Green LTN consultation option is set out in the consultation leaflet at Appendix G. The consultation option broke the LTN area into 2 sub-areas:

Area A: Bounded by Lordship Lane, Tottenham High Road (A10), Philip Lane/West Green Road and Belmont Road/Downhills Way

Area B: Bounded by Downhills Way/Belmont Road, West Green Road and, Westbury Avenue.

6.36 Within each area, filters were proposed on a trial basis to stop traffic travelling through the area from one boundary road to another boundary road (i.e. rat-running).

6.37 A range of complementary measures were also proposed including:

- School Streets for Willow Primary School and The Brook Primary School, Bruce Grove Primary School, The Grove School and Belmont Junior School (on a trial basis)
- Two new zebra crossings (permanent)

- Six new cycle hangars (permanent)

High-Level Transport Assessment (HLTA)

6.38 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. The duty is "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

6.39 As part of this duty, alongside the consultation option, the Council also published a high-level transport assessment (HLTA) for the proposed Bruce Grove West Green LTN. The HLTA (Appendix H) was undertaken to assess the potential impacts of the proposed Bruce Grove West Green LTN on the highways network. Most internal roads are expected to see a reduction or neutral impact on motor traffic as a result of the scheme. The HLTA assumes that capacity exists on the main roads surrounding or passing through the LTN and so motor traffic can divert onto these. The HLTA consequently indicates a range of potential negative impacts on motorised vehicular traffic on certain parts of the boundary roads and at certain times (from a 0-50% increase to a 100%+ increase). However, the HLTA presents a "worst-case scenario" and assumes that, with the LTN in place, people will continue driving exactly the same journeys as they did previously, but merely divert to the closest route available. That, in reality, will not materialise as several of the boundary roads are already close to capacity and would not be able to accommodate this increase in demand. As a result, some drivers will attempt to use these boundary roads and generate additional traffic pressure in the short-term but are expected to quickly re-route their journeys further afield or otherwise change their travel behaviour.

6.40 Notwithstanding this, evidence from other LTN schemes across London shows that, after 6 months, significant behaviour change takes place, mitigating the increase in demand on boundary roads. The HLTA points to analysis by Sustrans on 21 boundary roads indicating a mixed picture following LTN implementation. On average, daily traffic volumes on boundary roads increased by 3% compared to before the trial. In the worst case, daily traffic flow on one boundary road increased by 32%. In the best case, daily traffic flow on one boundary road saw a reduction of 31%.

6.41 The HLTA also considered the potential impact if the Bruce Grove West Green LTN was implemented alongside the St Ann's LTN which the Council is also

proposing. This showed that, if both schemes are implemented at the same time with Option A for St Ann's, the impacts on West Green Road may reduce, with motor traffic reassigning onto the wider network before it reaches the St Ann's area. Irrespectively, the implementation of the St Ann's LTN significantly curtails north-south movement and thus makes the use of Downhills Way and Belmont Road in the Bruce Grove/West Green LTN less attractive as a peak hour travel route.

Equalities Impact Assessment (EqIA)

6.42 The EqIA (Appendix I) assessed the likely impacts of the proposed Bruce Grove West Green LTN and complementary measures on groups with protected characteristics as defined by the Equality Act 2010. In addition, it gave consideration to the potential impact of the proposal on other groups not specifically protected under the Equality Act including parents/carers and/or socio-economic groups.

6.43 The measures are considered to advance equalities for many protected groups, albeit with a small disadvantage noted for those solely reliant on motor vehicles for transport. On balance, the scheme was considered to promote equality of opportunity among protected groups.

<u>What was the response to the consultation?</u>

6.44 The consultation ran for 5 weeks from 16 August 2021 to 17 September 2021. In total 1,223 people responded to the consultation – 1,122 via the online survey and 101 via paper surveys. A copy of the survey is provided at Appendix J. There were also 65 emails received providing feedback on the scheme.

6.45 A consultation report is provided at Appendix K. A summary of respondents and responses is provided below.

Respondents

6.46 70% of respondents lived within the Bruce Grove West Green LTN area. 5% lived on boundary roads of the Bruce Grove West Green LTN and 21% lived outside the Bruce Grove West Green LTN area and boundary roads but within LB Haringey.

6.47 Despite the Council delivering additional engagement on the Broadwater Farm Estate compared to elsewhere within the Bruce Grove West Green (see paragraph 6.33), there was a proportionately lower response from the Broadwater Farm area compared with elsewhere within the proposed Bruce Grove West Green LTN.

6.48 15% of the respondents said they have a physical or mental health condition/illness.

6.49 Participants were asked if they owned or had access to a private car. 29% said “No” and 71% said “Yes”. In comparison, 59% of households in Bruce Grove and 57% in West Green ward are without a car/motor vehicle.

Feedback

6.50 When asked how they felt about the Council proposing to reduce traffic within the Bruce Grove West Green LTN area, 53% of participants gave a positive response (638 people) while 42% responded negatively (510 people).

6.51 However, there were more negative responses than positive responses when people were asked about the proposed changes in each of the two areas within the Bruce Grove West Green LTN. (i.e. to the filters needed to deliver the LTN). For Area A, there were 50% negative responses and 43% positive responses. For Area B there were 50% negative responses and 44% positive responses.

6.52 There was, however, high positivity for the proposed complementary measures of crossings, School Streets and bike hangars.

6.53 When asked how they felt about the Council proposing to reduce traffic within the Bruce Grove West Green LTN area, 54% of participants living within the proposed Bruce Grove West Green LTN area gave a positive response (441 people) while 41% responded negatively (337 people). For participants living within the proposed Bruce Grove West Green LTN area , there were 41% positive responses (228 people) and 51% negative responses (282 people) to the proposed changes in Area A and there were 41% positive responses (203 people) and 53% negative responses (263 people) to the proposed changes in Area B.

6.54 When asked how they felt about the Council proposing to reduce traffic within the Bruce Grove West Green LTN area, 31% of participants living on boundary roads gave a positive response (19 people) while 54% responded negatively (33 people). For participants living within the proposed Bruce Grove West Green LTN area, there were 20% positive responses (8 people) and 63% negative responses (26 people) to the proposed changes in Area A and there were 30% positive responses (12 people) and 63% negative responses (25 people) to the proposed changes in Area B. Given that the HLTA suggested there was a likelihood for increased levels of motor traffic on these boundary roads, this outcome is to be somewhat expected but indicates the importance of monitoring changes in traffic patterns over time to ascertain what further changes to the wider highway network may be needed. However, the boundary roads are classified as either A-roads or B-roads and, from a network management perspective, are therefore expected to carry higher levels of traffic than other roads.

6.55 The open text data provided key context around the reasons for negativity to the proposed Bruce Grove West Green LTN. The main reason people expressed negative views was concern about increased traffic on main roads (274 comments), followed by concerns around increased car journey times (129 comments) and increased air pollution on main roads (171 comments), in particular near schools.

6.56 There was a strong theme around equity, in particular around the impact of those living on the boundary roads and it impacting on less affluent households, as well as the impact on older and disabled people.

6.57 Disabled respondents were less positive about the schemes than non-disabled respondents. 61 responses were received to the Disabled People & Carers surveys from people within the Bruce Grove West Green area. Response themes from the survey were along similar lines to the overall survey, although they often linked the issues specifically to an aspect of their disability/health. Key issues raised included longer journey times, the impact of the Bruce Grove West Green LTN on main roads, blocked access to doctors, pharmacy and other medical services as well as school and education, and impacted access for care givers. Various comments highlighted the benefits of LTNs with a small number saying the Bruce Grove West Green LTN would improve their mobility and open up routes for them to walk, cycle or use a wheelchair.

6.58 People without access to a car were significantly more positive about the schemes than those with. Those without access to a car did not respond to the consultation as much as those who do have such access to fully reflect the local car ownership/access - and so their views are, in essence, underrepresented. Those who cycle, walk, and who walk with a pushchair/buggy were the most positive groups, while those that drive or are driven in a private car were much less positive about the scheme. The most positive age groups were younger people and men were more positive about proposals to reduce motor vehicle traffic than women.

6.59 As noted at paragraph 6.47, there was a proportionately lower response to the consultation from residents on Broadwater Farm Estate or in its close proximity. Although the lower response does not in any way suggest that the consultation process is flawed, it is considered that there is merit in undertaking further engagement in order to further gauge local opinion and validate the final designs, given future construction traffic movements associated with its redevelopment in tandem with limited future access.

Responses from key emergency services

6.60 The Metropolitan Police Service responded stating that it has no objection to the proposals. It suggested that it would like the Council to consider changing certain physical filters (i.e. hard closures) to camera enforced filters. No formal consultation response was received from the Police's Secure by Design department, however the Council met with their officers to seek their views on the proposals.

6.61 The London Fire Brigade expressed concerns about hard closures stating that an approach that does not require physical barriers would be advantageous. It said that more detail was required about layouts to ensure that it does not impede its appliances.

6.62 The London Ambulance Service (LAS) stated that it supported measures to improve public health by reducing traffic and encouraging walking and cycling but stressed the importance of ensuring that emergency vehicle access is properly considered in all LTN schemes. The LAS indicated a preference that, where possible, hard closures (i.e. physical barriers) are avoided and soft closures (i.e. camera enforced filters) are used instead. It was also requested that any subsequent traffic management order has appropriate exemptions for ambulance, fire and police purposes. The LAS indicated concerns about the number of hard closures within the Bruce Grove West Green LTN and the fact these would create a complex and difficult areas for crews to navigate. The response raised issues with various proposed filters in Area A including on Mount Pleasant Road, Linley Road, Pembury Road and around Sperling Road. For Area B the response requested improved access to Rusper Road and/or Sandringham Road.

Responses from businesses

6.63 123 responses were received across the borough to the Council's Business Perception Survey. 77% of responses were from business owners/managers and 22% from employees The survey revealed that there is a wide spread of ways in which businesses carry out loading/deliveries/collections of goods. The most common response to this question was that loading/deliveries/collections of goods are carried out six days a week (19%), closely followed by seven days a week (17%). When asked about how many deliveries they received per day, the most common response was one delivery per day (29%), followed by two deliveries by day (19%). In response to the question about what mode of transport business deliveries arrive by, the most common response was by van (38%), closely followed with by HGV/lorry (36%). After this, the third most common response by respondents was by car (22%). Respondents were then asked where they currently load their goods from, and answered this question with a spread of answers, including at the front of their shop, on a side street, and at the back of their shop.

6.64 When asked to select the top three means by which their staff currently travel to the business premises, the most common response was by car (36%), closely followed with by public transport (32%). Another popular response by respondents on how they travel to the business premises was by walking (20 %). In response to the question about how customers travel to the respondents' businesses, the most common response was by walking (32%), followed by car (29%), and by public transport (22%). When asked how supportive they were of efforts to improve walking and cycling infrastructure in their local area, a mixed picture emerged. Participants were asked to provide an indication of how supportive they were on a five-point Likert scale, in which 1 = not supportive at all, 5 = very supportive. The most common response respondents gave was five, (30%). After this, the most common response was three (25%), followed by one (19%).

Summary of Council response to consultation

6.65 The proposed Bruce Grove West Green LTN has been developed over 10 months informed by a significant amount of engagement with local residents and other key stakeholders. In early 2021 the Council began early engagement with residents and businesses on the proposed Bruce Grove LTN. The most common issues raised by respondents were 'traffic speeding', 'traffic volume' and 'rat-running traffic.' The most common suggested improvements from respondents were 'reduce traffic volume', 'reduce traffic speeds' and 'increase traffic and speeding enforcement'. Having regard to feedback received that the proposed LTN should include the area between Belmont Road/Downhills Way, West Green Road and Westbury Avenue the proposed LTN was extended and the Council began referring to it as the Bruce Grove West Green LTN. Following this, a series of LTN design proposals were developed to help address the concerns raised. Engagement was carried out on these in May 2021 via online Community Design Workshops. The preferred option was the subject of public consultation as part of Engagement Stage 3.

6.66 Overall respondents were positive about the Council proposing to reduce traffic within the Bruce Grove West Green LTN area. It is noted that the margin of positivity was slight but respondents without access to a car (who were found to be much positive about the LTN than those who own or have access to a car) were significantly underrepresented.

6.67 While there was an overall negative response to the specific changes proposed in both areas of the Bruce Grove West Green LTN, this did not always reflect total opposition to the Bruce Grove West Green LTN; rather, in many cases, it reflected specific concerns with the proposed approach rather than the principle. The main reasons people expressed negative views were increased traffic on main roads, increased car journey times and increased air pollution on main roads in particular near schools. The ultimate goal of the Bruce Grove West Green LTN is

to reduce traffic both within the LTN and on the boundary roads of the LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture regrading traffic reduction. Traffic volumes within the LTNs reduced substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased. With regards to concerns about increased journey times, evidence suggests that traffic volumes and congestion tend to decrease across a neighbourhood when an LTN is introduced. Residents within the Bruce Grove West Green LTN may need to drive slightly further to reach some destinations, but one of the aims of LTNs is to encourage residents to drive shorter journeys less frequently, and instead make short trips by walking and cycling more often. In terms of concerns about air pollution on main roads, evidence from Waltham Forest[11] has shown air quality to improve on main roads after LTNs are introduced.

Conclusion

6.68 It is not possible to predict exactly what the impacts of the proposed Bruce Grove West Green LTN will be. The HLTA predicted a reduction in motorised vehicular traffic within the proposed Bruce Grove West Green LTN area and a range of potential negative impacts on motorised vehicular traffic on certain parts of the boundary roads and at certain times (from a 0-50% increase to a 100%+ increase). However, it should be noted this is only a prediction and was based on the worst-case assumption that all motorised vehicular traffic reassigns to the nearest available route and assuming the boundary roads are able to accommodate additional motorised vehicular traffic.

6.69 From a network management perspective, the HLTA suggests that the implementation of the Bruce Grove West Green LTN in isolation would have a negative impact on the “expeditious movement of traffic” on the likes of West Green Road and Belmont Road. There will inevitably be a period of adjustment of traffic routes selected by motorised vehicle users that can no longer rat-run through the LTN and the adjacent potential St Ann’s LTN. However, there is insufficient spare capacity on the likes of West Green Road, Belmont Road and Westbury Avenue to accommodate the scale of increased traffic suggested by the HLTA so traffic will divert to alternative routes, resulting in a subsequent stabilisation of traffic movements and route selection.

6.70 A separate Cabinet report has been prepared recommending the implementation of the St Ann’s LTN as part of the Council’s wider LTN delivery programme. The HLTA considered the potential impact if the Bruce Grove West Green LTN was implemented alongside the St Ann’s LTN. It showed that, if both schemes are implemented at the same time the impacts on West Green Road may reduce,

[11] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf

with motor traffic reassigning onto the wider network before it reaches the St Ann's area. Irrespectively, the implementation of the St Ann's LTN significantly curtails north-south movement and thus makes the use of Downhills Way and Belmont Road in the Bruce Grove/West Green LTN less attractive as a peak hour travel route.

6.71 The public consultation indicated overall support for reducing the traffic within the Bruce Grove West Green LTN area, although there was an overall negative response to the proposed changes in each of the two areas within the Bruce Grove West Green LTN. In many cases, negative responses reflected particular concerns about the effects of the proposed LTN (e.g. displacement of traffic) or detailed design matters LTN (e.g. the type and locations of filters). Having reviewed the key concerns in detail there are a variety of ways the Council can mitigate them, including through changes to the design of the Bruce Grove West Green LTN, comprehensive monitoring while the experimental scheme is in force and continued engagement with the local community and other key stakeholders and communities.

6.72 Having regard to the potential for the LTN to deliver significant benefits such as reducing traffic, reduction in injury risk, reduced air pollution and increases in active travel, and taking account of the Equalities Impact Assessment, which indicates potential for net positive benefits for those with protected characteristics, it is recommended that the LTN is implemented. The recommendation is for a trial scheme which, if necessary, the Council is able to make changes to while it is in force to address or mitigate some of the issues arising such as affects the highway network or local amenities and with a linked commitment to comprehensive monitoring to be set out in a detailed monitoring proposal document. Having regard to public support for the suggested complementary measures as well as their potential to support the Council's aims for the LTN and wider area it is also recommended to introduce the complementary measures. Monitoring will be established before the LTN and School Street trials goes live such that there is a robust data baseline and will include ongoing monitoring of traffic (all types) and air pollution both within the Bruce Grove West Green LTN, on major boundary roads including outside schools and elsewhere at key locations on the borough's road network.

6.73 Having regard to consultation feedback and further dialogue with key stakeholders, changes are proposed to the experimental Bruce Grove West Green LTN and complementary measures that are proposed to be implemented. The key changes are set out below:

Table 2 Post-consultation design changes

Area of LTN	**Key post-consultation changes**	**Reason for change**

Bruce Grove West Green LTN Area A	Pembury Road filter to change from physical to emergency access filter	In response to emergency service request
	Sperling Road school street reduced to just Sperling Road (remove section on Moorefield Road, Avenue Road, Woodside Gardens and section of St Loy's Road)	To simplify arrangement and facilitate satisfactory access to industrial estate on Moorfield Road
	Sperling Road emergency filter moved to eastern end by Moorfield Road, and school street closure moved to junction with Woodside Gardens. The emergency filter will be changed to a school street filter if the School Streets are approved but not the LTN filters or the school street is implemented well in advance of the LTN filters should both be approved.	To provide space for turning around away from school entrance.
	Adams Road school street removed and a school safety scheme to be implemented instead	Due to the high numbers of students with special needs at these schools who require transport assistance alongside the fact that a large residential car park underneath the blocks of Manston and Lympne enters onto the road at this point school street delivery has been paused to allow further discussions with the parents, carers, and local residents. This will also feed into the wider redevelopment of the Broadwater Farm Estate. The Council will review further measures outside the school to keep the traffic flowing at its busiest times and creating safe space for pedestrians
Bruce Grove West Green LTN Area B	School street at Grove School Removed	Grove School specialises in supporting students with autism and additional needs including a cognitive impairment, language difficulties, or difficulties associated with social communication. As such many students require transport assistance. As traffic levels related to the school are low

		and spread out over a longer period, and following detailed discussion with the school, the Council agrees that this school street is not needed now, but will keep this under review
	School Street on Rusper Road shortened to just section of Rusper Road up to the junction with Sandringham	To respond to feedback from the school and residents whose preference was to have access via Downhills Way/Belmont Road.
	Filters reconfigured to allow access from Belmont Road but ensure no through routes	Same as above and to ensure there was no route available between Westbury Avenue and Belmont Road.
	Physical Filter on Hawke Park Road between boundary and Sirdar Road introduced	To provide walking route from Westbury Avenue to the Recreation ground where Belmont Infant pedestrian access is through.
	Removal of Sandringham Road filter	In response to emergency service request

6.74 After the consultation closed the Council met with the emergency services to discuss their responses. As a result of this discussion three changes were made to the design as set out above: the Pembury Road filter (Area A) was changed from a physical to an emergency access filter, the arrangement of filters around Sperling Road (Area A) was amended, and the physical filter on Sandringham Road (Area B) was removed.

6.75 A plan of the experimental Bruce Grove West Green LTN, School Streets and other complementary measures proposed for implementation is provided at Appendix L.

Exemptions

6.76 Where roads are closed with a physical barrier, whether through use of planters, bollard, etc, no exemptions are possible for any motor vehicle. However, where they are signed as closed to motor traffic but not physically closed, the experimental traffic management order for the LTN will exempt all emergency vehicles and the Council's refuse services. These closures will likely be enforced by CCTV cameras.

6.77 Meeting the needs of those with access and disability needs has been an important part of the Bruce Grove West Green LTN design process. Hearing the views from the community on these issues at online workshops, through the Disabled People and Carers survey and the public consultation has helped shape

the design of the Bruce Grove West Green LTN including the types/locations of filters and the locations of the new pedestrian crossings.

6.78 The EqIA (Appendix I) assessed the likely impacts of the consultation version of Bruce Grove West Green LTN and complementary measures on groups with protected characteristics as defined by the Equality Act 2010. It found that, on balance, the LTN and complementary measures promote equality of opportunity among protected groups, but a small disadvantage was noted for those solely reliant on motor vehicles for transport.

6.79 Having regard to this and feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions for the proposed Bruce Grove West Green LTN. The proposed Bruce Grove West Green LTN maintains accesses to all properties within the LTNs, but routes taken to a given property may need to change. The benefits of not providing exemptions to the LTN are to provide the safest possible environment for people to walk, wheel and cycle by significantly reducing motorised traffic and to reduce as far as possible congestion and air pollution. However, feedback and evidence indicated that such an approach would potentially result in negative impacts for some people some of the time who have a protected characteristic, in particular for disabled people.

6.80 On the basis of the above and to ensure the Bruce Grove West Green LTN advances equality as far as possible, it is recommended that the following will be eligible for an exemption to non-hard closure filters in the Bruce Grove West Green LTN experimental scheme:

- Blue Badge holders living within the Bruce Grove West Green LTN or on the immediate boundary of it
- Special Educational Needs and Disabilities (SEND) transport
- Essential Haringey Council services catering for people with a disability

6.81 This is a carefully balanced recommendation, taking into consideration the reasonable adjustments that this approach will offer to Blue Badge holders and others with access and disability needs.

6.82 The exemptions will be subject to an application process and exact criteria will follow in due course.

6.83 There will also be a separate route for individuals who do not live within the LTN or on the immediate boundary of it to obtain an exemption to drive through a designated filter, through an exceptional circumstance dispensation.

6.84 The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.

6.85 Building on comprehensive engagement done so far to understand the potential impacts of the proposals on groups with protected characteristics, the Council will continue to work with relevant organisations to ensure that, as far as possible, the Bruce Grove West Green LTN advances equality. The Council will continue to engage with Transport for All whose recent report 'Pave the Way: The impact of Low Traffic Neighbourhoods (LTNs) on disabled people, and the future of accessible Active Travel' is noted.

6.86 The Council will closely monitor the impacts of the trial Bruce Grove West Green LTN, both through a comprehensive monitoring strategy and further engagement with the community and key stakeholders. Should this indicate impacts on groups with protected characteristics which need to be mitigated then the above exemptions list will be reviewed.

Updated EqIA

6.87 The Council has prepared an updated EqIA in respect of the Bruce Grove West Green LTN, School Streets and other complementary measures proposed for implementation. This is provided at Appendix M. The updated EqIA found that the proposals will advance equalities for many protected groups. While a small disadvantage is noted for those solely reliant on motor vehicles for transport, it notes a range of ways in which the Council is mitigating the identified impacts including post-consultation changes to the design of the LTN, making certain groups and categories of transport exempt from the some of the restrictions, and further engagement with some residents and/or their representative groups.

Implementation of Bruce Grove West Green LTN & complementary measures and Engagement Stage 4: public objection period

6.88 The Bruce Grove West Green LTN will be implemented via traffic management orders. These are legal documents which enable the Council, as the local traffic authority, to impose traffic and parking restrictions to manage traffic in the borough.

6.89 There are 3 types of traffic management orders:

- permanent
- experimental
- temporary

6.90 The Bruce Grove West Green LTN and School Streets are proposed to be implemented via experimental traffic management orders.

6.91 Experimental traffic management orders (ETMOs) are schemes introduced as an experiment to see what its effects are and can be changed if necessary. They last up to 18 months before either being abandoned, amended or made permanent. An ETMO can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Formal objections to a subsequent order to continue the provisions of the ETMO in force indefinitely must be made in the first six months of the ETMO coming into force. If changes are made, six months are allowed for such an objection from the date those changes came into operation. A decision on whether the changes introduced will be removed or made permanent must be made within 18 months of an order coming into force.

6.92 During the period in which the ETMOs are in force, the Council can modify or suspend the operation of the ETMO if it appears essential in the interests of the expeditious, convenient and safe movement of traffic or for providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road traffic affected by the order runs.

6.93 During the period in which the ETMOs are in force, the Council will carry out **Engagement Stage 4: public objection period**. This will provide a further opportunity for the community and other stakeholders to provide feedback on the proposals. The Council will review all formal objections and feedback provided and this together with the comprehensive monitoring outlined above will inform whether any changes are necessary to the scheme while it is in force.

6.94 Notwithstanding the above, it should be noted that it will not be possible to resolve all issues which arise whilst the experimental measures are in place. In the first instance, it will be necessary for the Council to allow a 'settling-in' period for drivers to adjust their travel behaviour to the new highway arrangement. In the second instance, the Council will be limited in terms of what changes it can make and the scope of potential changes will likely only extend to slight adjustments to deal with minor localised issues. Lastly, it will not be possible to make immediate changes and depending upon the nature of any changes required these could take some time to implement. This is because any significant changes will require a revised experimental traffic management order and mean that the period of the experiment starts afresh. For this reason, it would not be prudent to consider any significant changes to the ETMO for the LTN for at least two months, given that it will take time for altered traffic behaviour and route selection to stabilise.

6.95 The decision as to whether or not to make the LTN and School Streets permanent will be subject to a separate decision by the Council.

6.96 The proposed bike hangars will be implemented by exercising powers under section 63 of the Road Traffic Regulation Act 1984.

6.97 The proposed pedestrian crossings will be implemented by exercising powers under section 23 of the Road Traffic Regulation Act 1984.

Phasing/programming and next steps

6.98 The Bruce Grove West Green LTN forms part of the Council's wider LTN programme. Two separate Cabinet reports have been prepared for the December 2021 Cabinet, recommending implementation of the St Ann's LTN and Bounds Green LTN respectively.

6.99 The three LTNs (Bruce Grove/West Green, St Ann's and Bounds Green) are all of a significant scale. Due to their scale and the resources available to implement them, it is not possible for the Council to implement them all at the same time. It is therefore necessary for the Council to take a phased/programmed approach to their implementation.

6.100 It is also the case that the delivery of all three LTNs at once might not be desirable having regard to the potential cumulative effects of the schemes and the implications for the Council's network management duty. It is prudent for the Council to carefully phase implementation of the LTNs to provide appropriate opportunity for the network to adapt to changes in driver travel behaviour and to avoid risks to the expeditious movement of traffic.

6.101 The only LTN of the three which is time-critical is the Bounds Green LTN. The implementation of the Bounds Green LTN is required to mitigate impacts of the Bowes Primary Area Quieter Neighbourhood LTN which has already been implemented within the London Borough of Enfield and is having negative impacts within the proposed Bounds Green LTN area. Taking account of the above, and the need to introduce the scheme to address existing harms with the borough, the Bounds Green LTN is programmed to be the first LTN delivered (estimated from early 2022).

6.102 With the funding that is currently available, it is proposed to progress the complementary measures for each of the 3 LTNs at the same time as the Bounds Green LTN. Once these have been implemented, the Council would then progress to implementing the St Ann's LTN and Bruce Grove West Green LTNs. The benefits of this programming are that it will allow a period for the highway network to adapt after the Bounds Green LTN is implemented and the introduction of the complementary measures relating to the St Ann's LTN and Bruce Grove West Green LTNs take effect. The provision of the complementary measures in the latter two LTNs will not only enhance safety but begin to encourage modal shift ahead of the LTNs' implementation and the imposition of traffic restrictions for motorised vehicles.

6.103 In the interim period until implementation, the Council will undertake any further notification / consultation with local residents as deemed necessary, including with residents of Broadwater Farm as noted earlier in the report.

6.104 Due to the significant scale of the Bruce Grove West Green LTN itself, it will not be possible to implement all elements at one time. The filters which make up the LTN will therefore be implemented on a phased basis over a period of approximately one month. This process will be closely managed to ensure the effective operation of the highway network at all times.

6.105 The next steps for the Bruce Grove West Green and complementary measures LTN are as follows:

December 2021: Update

- The Council will notify all previously consulted residents and businesses on the outcome of the consultation.

Spring 2022: Implementation of complementary measures

- Cycle hangars and new crossings implemented as permanent measures
- School Streets implemented as trial changes under an experimental traffic management order
- Start of 6 months' statutory objection period for School Streets (Engagement Stage 4)

Spring/Summer 2022: Trial implementation of LTN

- Implementation of LTN filters
- Start of 6 months' statutory objection period for LTN (Engagement Stage 4)

Autumn 2021 – Winter 2022: Monitoring

- Ongoing monitoring of traffic volumes and speed, air quality, cycle volumes, traffic collisions.

Winter 2022: Review

- Review of feedback and monitoring data to consider whether to make the trial changes permanent.

Spring 2023: Decision

- Decision on whether to make the trial changes permanent.

Spring 2023: Update

- The Council will notify all residents on the outcome of the decision and the next steps.

7 Contribution to strategic outcomes

7.1 The proposal to introduce the Bruce Grove West Green LTN experimental scheme and complementary measures will support the 'Place' Priority of the Borough Plan 2019-23 including specific objectives to:

- increase the levels of physical activity across the borough

- improve air quality, especially around schools
- reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
- provide safe and accessible roads, pavements and other public spaces for everyone, especially vulnerable users
- improve connectivity around the borough especially for pedestrians and cyclists

7.2 In addition, the scheme will support the delivery of key Council strategies including the Transport Strategy, Climate Emergency Action Plan, Air Quality Action Plan, School Streets Plan and emerging Walking and Cycling Action Plan as summarised in Appendix A.

8 Statutory Officers' comments

Finance

8.1 The report requests Cabinet to approve the recommendations as set out in Section 3 of this report. TfL have allocated £1.793m for three LTN Schemes, including for Schools Streets, cycle hangars and transport modelling. The funding of the Bruce Grove LTN is set out as below.

8.2 The estimated costs of delivering the Bruce Grove West Green LTN exceed the available external funding and currently identified internal funding. The cost estimate for implementation may change as a result of detailed design but, in any event, additional funding will need to be found to address the funding gap before the project can proceed.

8.3 As set out below, the Bruce Grove West Green LTN is not proposed to be implemented until the 2022/23 financial year. The Council will seek to obtain further external funding towards the Bruce Grove West Green LTN before the point of implementation. Having regard to the above, confirmation of funding for the Bruce Grove West Green LTN will be subject to a future decision to be made regarding the 2022/23 financial year.

8.4 It is estimated that the School Streets can be delivered within the available external funding. The bike hangars will be delivered using available external funding plus a contribution from the £5.1m Haringey Strategic Community Infrastructure Levy (CIL) allocation towards Streetspace Plan Projects for walking and cycling (approved by Cabinet on 8 December 2020) as part of the Council's Capital Programme. There is no external funding available for the proposed crossings so these are to be funded via the same CIL allocation.

Item for delivery	Estimated cost	Funding source	Funding status

Bruce Grove West Green LTN	£549k	£325k Tranche 2 DfT Funding	Part funded
School Streets	£251k	£368k Tranche 3 TfL funding	Fully funded
Bike hangars	£36k	£24k Tranche 3 TfL Funding + Strategic CIL	Fully funded
Crossings	£70k	Strategic CIL	Fully funded
Belmont Road traffic modelling	£120k	£120k Tranche 3 TfL Funding	Fully funded

8.5 Where restrictions introduced by experimental traffic management orders are breached, the Council can enforce against such breaches (usually in the form of fixed penalty notices issued by enforcement cameras). The purpose of LTNs is not to generate income for the Council and all fines received and costs incurred will be used by the Council, in accordance with the requirements of Schedule 2 to the Local Authorities and Transport for London Act 2003.

Procurement

8.6 N/A

Legal

8.7 The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council's highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

8.8 Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty including, in particular, the stated action and which may involve the exercise of the stated power.

8.9 Section 6 of the Road Traffic Regulation Act 1984 ("RTRA") allows for the making of permanent traffic orders restricting or prohibiting use of a road or part of one by particular types of vehicles or pedestrians, referred to as traffic management orders ("TMO"); sections 9-10 provide for the making of experimental traffic orders ("ETOs"), which may not last longer than 18 months and may be continued from time to time during the period of up to 18 months from the date the order first came into force.

8.10 When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable having regard to the matters specified in subsection (2) secure the expeditious, convenient and safe movement of vehicular and other

traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

8.11 The “matters specified” in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and (5) any other matters appearing to the …. local authority to be relevant”

8.12 Section 122 of the RTRA involves a balancing exercise that has involved the Council’s officers having in mind the section 122(1) duty, having regard to factors pointing in favour of imposing a restriction on that movement (as discussed in this report), balancing the various considerations and coming to the conclusion that the recommendations in this report represent the appropriate outcome The factors which have pointed in favour of imposing a restriction on that movement have included the objective of reducing pollution and carbon emissions, improving health outcomes, reducing collisions and reclaiming neighbourhood streets for pedestrians.

8.13 The procedures that must be followed before making a traffic regulation order are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “1996 Regulations”). Under regulation 6, various bodies such as affected transport providers and the local fire brigade must be consulted.

8.14 There is no requirement to consult the general public before an ETO is made like there is for a TMO, but where the ETO may affect passage along any road the Council must consult such other organisations (if any) representing persons likely to be affected by any provision in the order as the order making authority thinks it appropriate to consult.

8.15 An ETO must be genuinely experimental in nature - an operation designed to glean information about the workings of a scheme in practice.

8.16 Although there is no statutory requirement to consult the general public before making an ETO to implement this LTN, the Council’s aspirations to make the Borough a healthier place to live, work and rest and safer for school children walking and cycling to school are dependent on community support and involvement, which engaging with people affected by these proposals will help achieve.

8.17 A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals.

8.18 From the information within this report it appears that the Council has informed every household and business in the relevant area(s) of the proposals regarding the LTN and given households/businesses [five] weeks within which to provide responses. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.

8.19 The exercise of the power contained in section 63 of the RTRA to provide parking places for securing bicycles and to restrict the use of part of a road so that bike hangars can be installed without prior notification or the need for a traffic order can be exercised by Cabinet in accordance with the Council's Constitution.

8.20 The exercise of the power contained in section 23 of the RTRA to provide pedestrian crossings without the need for a traffic order can be exercised by Cabinet in accordance with the Council's Constitution.

Equality

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

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

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

8.23 The proposed scheme has been assessed via a comprehensive Equalities Impact Assessment (Appendix L). A brief summary of the assessment is provided below:

Characteristic	**Assessment summary**

Age	Despite declines in active travel amongst children, walking is still the most frequent travel mode for young people in Haringey. Reducing motor traffic on minor roads particularly benefits younger people as they walk often and are more vulnerable to danger posed by motor vehicles on minor roads. In addition, perceptions of road danger have a significant impact on parental decision-making around how children travel but also their freedom to roam in general. Air pollution particularly impacts on children living in deprived areas. Research in boroughs who have introduced wide-spread measures to enable active travel including LTNs shows that significant increases in air quality can be expected. Various mitigations are noted in relation to young people as a result of feedback from public consultation including changes to the design of the LTN and School Streets and an exemption to the LTN for SEN transport vehicles. Whilst walking is the most frequently used mode of Londoner's aged 65 and over, it is recognised that distances people can walk or cycle tend to reduce in the later years of life. Walking trips are common for older people in London, however some may be dependent on motor vehicles for longer trips such as visits to healthcare providers. Schemes which change motor vehicle access could have a negative impact on this group such as increased journey times under peak flows. However, in the proposed LTN designs, all local amenities and homes do remain accessible by motor vehicle, although some rerouting may be required depending on origin or destination.
Disability	Disabled people are much more likely to be injured as a pedestrian than non-disabled people. LTNs create many more 'low road danger' streets and easier crossing which particularly benefits high risk groups like disabled people. Whilst the most frequent mode of travel reported by disabled Londoners is walking, it must be recognised that for some, travelling actively may pose a significant challenge. For people with mobility-related or visual impairments the quality and design of the built environment can have a considerable impact on both sense of freedom but also on mental health and wellbeing. Where disabled people rely on motor vehicles they may experience some variance in journey time following implementation of an LTN. There is potential for an increase in the short term with longer term impacts unknown. Mitigations are noted as a result of feedback from public consultation and engagement including changes to the design of the LTN and an exemption to the LTN for blue badge

	holders living in the LTN area and on the immediate boundary of it.
Sex	Women frequently travel as pedestrians so delivering a network of pedestrian-friendly, low traffic streets is expected to make walking more comfortable for women. In the longer term, enabling residents who drive to leave the car at home more often will also help to reduce the congestion on main routes, which impacts on bus journeys and as such will benefit women who tend to travel by bus more than men. Women are more likely to be primary carers for children and so it should be recognised that some may rely on motor vehicles to transport children regularly. In some cases these trips may require re-routing or experience some variance in journey time following implementation of an LTN. However, it is expected that more residents will choose alternative modes of transport over the long run, as has been observed in other LTNs across London, resulting in a reduction in congestion for the remainder of essential journeys.
Gender reassignment	Project unlikely to unduly impact people with these protected characteristics
Marriage and civil partnership	Project unlikely to unduly impact people with these protected characteristics
Religion or belief	Project unlikely to unduly impact people whose religion or beliefs are protected under the Equality Act.
Race	With a high proportion of black, Asian and ethnically diverse London residents making sustainable journeys (walking and bus trips), the reductions in road danger and increased pedestrian priority associated with LTN projects will provide conditions that broadly benefit these groups. Black, Asian and ethnically diverse Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads. When we significantly increase the number of minor roads with infrequent motor vehicles movements it is likely to benefit these groups and lead to desirable changes in behaviour. Mitigation is noted to ensure areas of the LTN with higher proportions of BAME residents are adequately engaged in relation to the trial LTN.
Sexual orientation	Project unlikely to unduly impact people with these protected characteristics
Pregnancy and maternity	Action to reduce motor vehicle reliance will help address motor traffic pollution and serve to better protect pregnant women

	and unborn children. It is recognised that some women may need to travel by motor vehicle more often later in pregnancy including by bus and the LTN may cause some variance in journey times in the short term. However in the medium to longer term an expected reduction in traffic congestion will favour those who need to make essential trips by motor vehicle or bus.

8.24 Over the period in which the proposals for the LTN and complementary measures have been developed a variety of measures have been taken to ensure that the Public Sector Equality Duty has been met including an iterative EqIA. The Council has engaged extensively with stakeholders to ensure that the potential impacts of the emerging proposals on groups with protected characteristics are fully understood. Where potential negative impacts have been identified, steps have been taken to mitigate these and to ensure that as far as possible the proposals advance equality. Input of stakeholders fed into early design work and following further engagement and public consultation a range of changes have been made to the emerging proposals to address potential impacts including design changes in response to specific feedback as well as the development of various exemptions to the proposed LTN restrictions. As it is not possible to predict exactly what the impacts of the proposals will be it is proposed they are implemented as a trial. There will be comprehensive monitoring of the impacts to ensure that these are fully understood and there will be continuing engagement with residents and stakeholders for the same purpose. As the scheme is a trial there will be scope for the Council to deliver further mitigations if required to address any impacts on protected groups.

9 Appendices

Appendix A: Strategic context
Appendix B: Haringey Streetspace Plan
Appendix C: Bruce Grove LTN funding bid
Appendix D: Bruce Grove West Green LTN Communications and Engagement Plan
Appendix E: Engagement Stage 1 Commonplace report
Appendix F: Written responses following Engagement Stage 1 online meetings
Appendix G: Engagement Stage 3 consultation leaflet
Appendix H: Engagement Stage 3 High Level Transport Assessment
Appendix I: Engagement Stage 3 Equality Impact Assessment
Appendix J: Consultation survey
Appendix K: Engagement Stage 3 Consultation Report
Appendix L: Plan of experimental LTN scheme and complementary measures proposed for implementation
Appendix M: Updated EQIA

10 Local Government (Access to Information) Act 1985

None

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Strategic Context

The **Borough Plan**, adopted in 2018, sets out the Council's priorities for the borough. The Place Priory is 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. Specific objectives under the Place Priority include to:

- increase the levels of physical activity across the borough
- improve air quality, especially around schools
- reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
- provide safe and accessible roads, pavements and other public spaces for everyone, especially vulnerable users
- improve connectivity around the borough especially for pedestrians and cyclists

The Borough Plan places a significant focus on making Haringey a better and more equal borough with the objective to narrow the gap in outcomes for different residents and tackle the barriers that disproportionately affect the independence, health and wellbeing of some residents.

One thing which is central to the success and prosperity of the borough's residents and local businesses is Transport. Everyone, whether a bus passenger or a pedestrian, cyclist, motorcyclist, motorist, or rail user engages with Haringey's transport infrastructure every day. Making the best use of our existing assets and spending money wisely to improve sustainability, safety, ease of movement and usage is one of the important roles for the Council.

In 2018 the council adopted its first **Transport Strategy** which contains the vision: "to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all." This vision will be achieved through four outcomes:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- Active travel the default choice, with more people choosing to travel by walking or cycling
- An improved air quality and a reduction in carbon emissions from transport
- A well maintained road network that is less congested and safer

In March 2019, the 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. In 2021 the council adopted its **Climate**

Change Action Plan which sets out a roadmap for how the borough will become net zero-carbon by 2041. One of the six areas of focus identified in the Action Plan for reducing carbon emissions is transport. It notes that transport is the third largest source of emissions in the borough and contains an objective to reduce emissions related to road transportation by 50% by 2025, by growing public and active travel options, low-carbon transport options and infrastructure. It notes that private transport, in particular, is associated with poor air quality, noise, social isolation, and health issues within the borough.

In November 2019 the Council approved an **Air Quality Action Plan** outlining the actions the Council will take to improve air quality in the borough to 2024. It highlights that air pollution is a major issue with serious impacts on the health of the borough's communities. It notes air pollution is associated with several adverse health impacts including as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent areas. The Action Plan notes road transport is the main source of air pollution in London and seeks to incentivise a change to cleaner transport including walking and cycling.

In February 2021 the Council approved a Draft Walking and Cycling Plan (WCAP) for public consultation. This introduces a hierarchy of modes to help deliver Haringey's sustainable transport future. To make streets safer for walking and cycling in Haringey, the following modal priority is included:

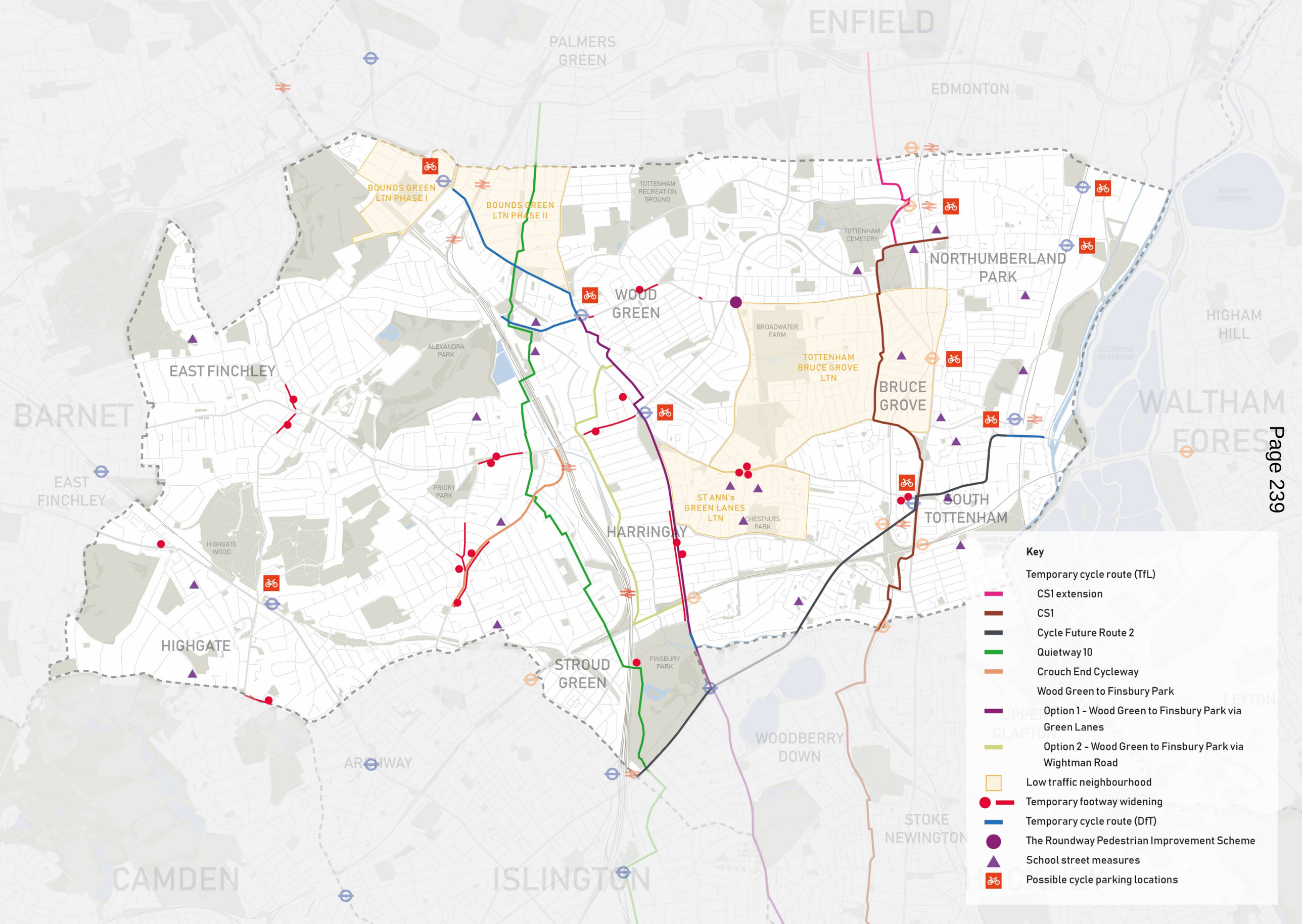
a) Pavement users
b) Cycling
c) Public Transport
d) Electric Vehicles
e) Motor Vehicles

The development of the draft WCAP came at an important moment as it coincided with the onset of the Covid-19 pandemic. Lockdown measures led to a dramatic shift in the way lots of residents use and look at Haringey's local street networks whilst the public transport system was unable to operate at full capacity.

The draft WCAP sets out a range of schemes that will form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices including School Streets and Low Traffic Neighbourhoods. In November 2020 the Council adopted a School Streets Plan setting out how it will deliver School Street schemes across the borough. A School Street is where the street outside of the entrance to a school is closed to motor vehicles

at the start and the end of the school day, creating safe public space for safer walking and cycling.

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ENFIELD
PALMERS GREEN
EDMONTON
BOUNDS GREEN LTN PHASE I
BOUNDS GREEN LTN PHASE II
TOTTENHAM RECREATION GROUND
TOTTENHAM CEMETERY
NORTHUMBERLAND PARK
BANBURY RESERVOIR
WOOD GREEN
BROADWATER FARM
TOTTENHAM BRUCE GROVE LTN
BRUCE GROVE
HIGHAM HILL
LOCKWOOD RESERVOIR
EAST FINCHLEY
ALEXANDRA PARK
BARNET
WALTHAM FOREST
ST ANN's GREEN LANES LTN
CHESTNUTS PARK
SOUTH TOTTENHAM
MARKFIELD PARK
EAST FINCHLEY
PRIORY PARK
HIGHGATE WOOD
HARRINGAY
HIGHGATE
STROUD GREEN
FINSBURY PARK
LEYTON
UPPER CLAPTON
WOODBERRY DOWN
ARCHWAY
STOKE NEWINGTON
CAMDEN
ISLINGTON
HACKNEY
Key
Temporary cycle route (TfL)
CS1 extension
CS1
Cycle Future Route 2
Quietway 10
Crouch End Cycleway
Wood Green to Finsbury Park
Option 1 - Wood Green to Finsbury Park via Green Lanes
Option 2 - Wood Green to Finsbury Park via Wightman Road
Low traffic neighbourhood
Temporary footway widening
Temporary cycle route (DfT)
The Roundway Pedestrian Improvement Scheme
School street measures
Possible cycle parking locations

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INSTRUCTIONS ON HOW TO SUBMIT YOUR APPLICATION

The Streetspace for London Programme invites boroughs to submit applications to bid for funding. The funding is being made available to boroughs to deliver schemes in line with the DfT EATF letter.

This application form consists of:
Tab 1: Instructions on how to submit your application (this tab)
Tab 2: Guidance on the four scheme categories under the London Streetspace Program (checklists and links)
Tab 3: Applicant details
Tab 4: Proforma template for a scheme (copy to create other tabs for additional schemes in this bid) **Important note: If you apply for several schemes please fill one per tab per scheme by copying the *Proforma template* tab as necessary. For example if you apply for two School Streets (SS), you will have**
Tab 5: Other supporting details (seeking information on borough priorities, inter-scheme dependencies and other

Please fill in Parts 1, 2 and 3 in the proforma
Structure of the Proforma:
Part 1: **Introduction**: Information on Name of scheme, Category of scheme and Funding details
Part 2: **Location**: Seeking information on the location of the scheme in relation to the surrounding context. Instructions on how to submit a location map given below
Part 3: **Details:** Consideration of traffic impacts, inclusive design, monitoring and consultation

Please return the completed form to: LSPApplications@tfl.gov.uk

INSTRUCTIONS ON HOW TO PROVIDE A LOCATION MAP (for part 2 A&B of the proforma)

An important criteria we will use to assess your bid is the location chosen for the temporary scheme. Indicating clearly the **location within its context is key**
You can provide a location map for each scheme by attaching a PDF as an appendix to the proforma or by using the simple tools provided below to illustrate your scheme. Either way, it is important to: - Choose an appropriate zoom level / scale to show how your scheme fits into its surrounding context - Provide a key and annotations to explain your map

TOOLS FOR MAKING A LOCATION MAP IN EXCEL
Take a screenshot and paste **a location map** (from a source of your choice) showing the location of your scheme.
Make sure to **show only one scheme in the map** related to the category you apply for **(LTN/ SCR/ SS)**
Use the icons provided in the KEY below to indicate the scheme and other important features. The icons which are lines and shapes in the key below are **editable to suit your requirements.**
You can also make your own icons using 'INSERT => SHAPES' in the toolbar. Remember to **name your icons in the key** and **use the labels** to indicate nearby landmarks.
Don't forget to group the map, icons and labels in the end to avoid any errors. Please delete all the icons not applicable to your scheme.
Following the map, the proforma allows you to also describe the location and scheme in a few words

The map below is indicative only, and illustrates how you can use the icons and labels to submit a suitable location map for each scheme.



KEY (use/ edit these icons)	
	School (include name on map)
	Filters
	School Street
	Low traffic neighbourhood (LTN)
	Strategic Cycle route (use arrows to indicate direction)
	Stations
	Bus stop
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more

G1 : GUIDANCE FOR SCHOOL STREETS

School Streets Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities, are there other schools nearby, etc)
- Existing initiatives that your proposal could tie into
- Type of buildings and activities facing the street
- Type and size of school
- Space available for waiting outside the school gates
- Width and condition of paths / pavements / routes to the school's entrance (email LSPapplications@tfl.gov.uk for a bespoke map showing footway widths and schools in your borough)
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Traffic levels
- Alternative routes for traffic and buses
- Type of signage
- Consider using multifunctional objects that would have additional benefits (example planters) to signal the timed closures

Click here for TfL's GUIDANCE ON SCHOOL STREETS

G2 : GUIDANCE FOR TOWN CENTRES AND INTERCHANGES

Town Centres and Interchanges Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Opportunity to rationalise loading and parking to make space for pedestrians
- Sufficient space available for queuing and passing by outside shops on the highstreet and outside the stations
- Sufficient space available for waiting at bus stops and passing by
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Key pedestrian movement corridors and desire lines
- Identifying locations where temporary wayfinding may be necessary
- Consider using multifunctional objects that would have additional benefits to enforce changes where appropriate

Click here for TfL's GUIDANCE ON TOWN CENTRES AND INTERCHANGES

G3 : GUIDANCE FOR LOW TRAFFIC NEIGHBOURHOODS

Low Traffic Neighbourhoods Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Consider other schemes that may be within or adjacent your LTN such as SS, TC & SCR
- Opportunity to rationalise street parking to make space for pedestrians and cyclists
- Opportunity for carving out for places to sit, pocket parks and play areas, etc
- Enhancing the streets with temporary or semi-permanent greening and Sustainable Urban Drainage Systems (SUDS)
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Consider the requirements for servicing and emergency access
- Consider using multifunctional objects with additional benefits (bike stand / seating / planters) to

Click here for TfL's GUIDANCE ON LOW TRAFFIC NEIGHBOURHOODS

Click here for TfL's STRATEGIC NEIGHBOURHOODS ANALYSIS

G4 : GUIDANCE FOR STRATEGIC CYCLE ROUTES

Strategic Cycle Routes Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Interaction with other street uses (e.g. loading, parking, bus stops)
- Width and condition of footway / existing cycle routes
- Safety, directness, comfort, adaptability and attractiveness
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- At least 3m wide routes for comfortable two-way cycling
- Provision of sufficient cycle parking along the route

Click here for TfL's GUIDANCE ON ANALYSIS ON TEMPORARY STRATEGIC CYCLE

Click here for TfL's GUIDANCE ON ENABLING AND PROMOTING ACCESS TO PEDAL CYCLES

Click here for TfL's GUIDANCE ON CYCLE PARKING

Date	24/07/20
Name of Borough	*Haringey*
Officer Name	Neil Goldberg / Maurice Richards
Officer contact details	neil.goldberg@haringey.gov.uk / maurice.richards@haringey.gov.uk
Number of schemes in this bid	1

STREETSPACE FOR LONDON PROFORMA

PART 1: INTRODUCTION

Name of scheme	Tottenham (Bruce Grove and West Green) LTN
What category does your scheme fall under? (pick from the drop down)	Low Traffic Neighbourhood (LTN)
If other, specify	
Is this scheme permanent or temporary?	Temporary scheme
Provide easting and northing coordinates for the locations to best represent the scheme. For Strategic Cycle Routes, identify the start and end points and for School Streets and LTNs identify the location of modal filters and temporary closures. Use this link to identify Easting and Northing coordinates: https://gridreferencefinder.com/	Bruce Grove (533227, 190290)
Amount of funding requested: Clearly describe costs for the individual scheme /location, with the breakdown (e.g. no grouping of design and PM fees for multiple LTNs).	
- Design and PM fees	£65,000.00
- Implementation costs	£250,000.00
- Monitoring costs	£10,000.00
Total	£325,000.00
Borough funding contribution (if applicable)	£0.00

PART 2: LOCATION

2A. Provide a location map of the scheme in relation to its surrounding context.

INSERT A LOCATION MAP WITHIN THIS BOX
OR
ATTACH A PDF AS AN APPENDIX TO YOU BID APPLICATION

Refer to the Instructions Tab for creating the location map for this box

KEY	
	School (include name on map)
	Filters
	School Street
	Low traffic neighbourhood
	Strategic Cycle Route (use arrows to indicate direction)
	Stations
	Bus stops
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more

USE THIS LABEL

2B. Describe the location of the temporary scheme. Provide road names, landmarks and any other detail

A map showing the location of the LTN is

PART 3: DETAILS

Summary of proposals and how this aligns with Streetspace for London objectives (max 300 words)

A Liveable Neighbourhood proposal for Tottenham was submitted to Transport for London in 2019. It addressed many of the issues associated with motor traffic in the area between Downhills Way, Phillip Lane, the A10 and Lordship Lane. It included improved provision for walking and cycling and restricted motor vehicle access to streets near to the Willows and the Brook on Broadwater schools. Also included were improvements to CS1 through the area by reducing traffic levels and minor changes to the existing layout. This will make the route suitable for cyclists of all abilities and levels of confidence and enable more people to use the route. This will tie in with the overall CS1 cycle route enhancement proposal.
Whilst Liveable Neighbourhood funding is not available, it is proposed to introduce a Low Traffic Neighbourhood in the project area and include a series of the original proposals including:
• Modal filters (including CS1 improvements in Broadwater Road)
• Introduction of one-way movements

Constraints and opportunities

.The LTN will reduce vehicle movements in residential areas, improve air quality and reduce the barriers to cycling. We will address any objections to modal filtering and parking loss through the designs.

Programme information and timelines:

Design start date : Autumn 2020
Design end date : Autumn 2020

Construction start date : Winter 2020
Construction end date : Winter 2020

Other information on the programme:

No further information

Impacts on traffic signals

It is not anticipated that there will be any impacts on traffic signals

Impacts to bus assets or operations

It is anticipated that there will be improvements to bus operations through the low traffic neighbourhood area as vehicular traffic is removed. Bus priority measures will be designed into the LTN to ensure the W4, 230, 341, 123 and 243 bus routes are not affected

Impact on freight (servicing and delivery)

Any impacts will be minimised through discussions with local businesses during the design development and implementation

Connections to strategic cycle routes

Connected to CS1

Known potential impacts on people with protected characteristics

The LTN will provide the opportunity for those who want to cycle and walk in an improved environment, providing spaces for exercise, improving mental health and positively impact on air quality by reducing car trips. This will have a positive impact on protected groups who may be less likely to have access to a car or more likely to be vulnerable to health conditions

Monitoring strategy

Pre-scheme Automatic Traffic Counts, post scheme proposed Automatic Traffic Counts and Pedestrian/Cycle counts

Details of any existing / planned community engagement / business engagement

Based upon the ideas and engagement developed with stakeholders as part of original Liveable Neighbourhood proposal. Bruce Grove is within the Council's Tottenham Regeneration Service which played a role in developing the original Liveable Neighbourhood Plans with the community, businesses and residents. This ensured the whole of Tottenham would benefit from the changes in this neighbourhood. A commonplace engagement has already been undertaken looking at low traffic neighbourhood interventions across the whole borough and has informed this bid. Further engagement using the experimental Traffic order process and discussions with stakeholders, businesses and residents during the design development and implementation

Evidence of political support

Agreed by cabinet members prior to submitting the Liveable Neighbourhood bid in November 2019 for the same area - letters of support were attached to that bid submission. The Leader of the Council also provided his support to change in this area of borough in the foreword in the Liveable Neighbourhood Bid. We have attached the bid for reference. Further cabinet member agreement was given prior to submitting this LTN bid.

Thank you for completing the Streetspace for London Proforma

Borough Priorities
LTNs are supported in Haringey's adopted Transport Strategy as a means to reduce rat running, improving air quality and enable people to walk, cycle and use public transport.

Interdependencies with other ongoing/planned schemes
None

Any further supporting details
A map showing the LTN area is attached.

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Bruce Grove West Green Low Traffic Neighbourhood Project Communications and Engagement Plan

1. Communications and Engagement Plan

1.1 Aim

The aim of this plan is to outline the communications and engagement strategy for the Haringey Low Traffic Neighbourhood programme, including the management of communications with stakeholders and planned engagement activities.

1.2 Objectives

The overarching objective is to provide informative, relevant and engaging information to stakeholders through a variety of communication and engagement methods including the vision and benefits of the project as a whole and our programme of activities.

1. To list and prioritise stakeholders within the key audiences and user groups to be identified by Haringey Council.

2. To ensure stakeholders are kept informed and are invited to relevant planned engagement activities, both online and on-site.

4. To inform and engage the wider public about the Haringey LTN proposals, and get their feedback via the Commonplace map and survey, and a series of engagement activities, ensuring a two way flow of information.

5. To establish clear communication pathways with Haringey Council, necessary for partnership working.

1.3 The Benefits of Stakeholder and Community Engagement

Undertaking effective engagement with stakeholders will allow us to:

- Develop a design that is, at least in part, shaped and developed by local communities and stakeholders.
- Gain advocates for the scheme.
- Ensure the programme is understood by stakeholders and residents.

- Highlight potential disruption so that positive relationships are maintained.
- Provide feedback from stakeholders on the project design.
- Help ensure the reputation of Haringey Council is safeguarded.
- Manage the expectations of stakeholders throughout the programme.
- Utilise the networks of stakeholders to reach wider audiences.
- Strengthen existing stakeholder relationships and facilitate new relationships, which can benefit all organisations after the project

2. Roles and Responsibilities

2.1 Key Personnel

The key personnel with roles and responsibilities or closely related to this stakeholder plan are outlined below.

TITLE	ORGANISATION	NAME	CONTACT DETAILS	ROLE
Project Manager (PM)	Haringey Council	Neil Goldberg	Neil.goldberg@haringey.gov.uk	Overall responsibility for all strategic communications and updates regarding the scheme in general, and identifying key audiences. Initial sign off of stakeholder list and engagement plan.

Project Sponsor (PS)	Haringey Council	Maurice Richards & Simi Shah	Maurice.richards@haringey.gov.uk Simi.Shah@haringey.gov.uk	Overseeing and revising initial drafts of strategic communication, information and reports made by PM
Project Coordinator	Sustrans	James Taylor	James.Taylor@sustrans.org.uk	Overseeing Sustrans engagement, design and monitoring throughout the project.
Collaborative Design Senior Project Officer	Sustrans	Ami Udeshi	Ami.Udeshi@sustrans.org.uk	Project lead for engagement.
Collaborative Design Senior Project Officer	Sustrans	Becca Shiel	becca.shiel@sustrans.org.uk	Support engagement
Collaborative Design Project Officer	Sustrans	Irene Tortajada	irene.tortajada@sustrans.org.uk	Support engagement.
Head of Built Environment	Sustrans	Giulio Ferrini	giulio.ferrini@sustrans.org.uk	Lead on Design.

Engineer	Sustrans	Zeina Hawa	zeina.hawa@sustrans.org.uk	Deliver Design.
Senior Evaluation Officer	Sustrans	Will Wright	Will.Wright@sustrans.org.uk	Lead on Research and Monitoring.

3 Communication and Engagement Process

3.1 Project Delivery Communications and Strategic Communications

- Sustrans and Haringey Council will meet weekly, at least in the initial stages, to discuss engagement and comms**.** A standing agenda item will be a review of enquiries, issues and upcoming activities.

- **A single point of contact** from Haringey Council to be updated and provide sign-offs about the engagement side of things is needed in order to ensure an easy flow of communication and enable partnership working (Neil and Dorota for now)

- Sustrans takes responsibility and ownership for the planning and delivery of **Project Delivery Communications** (communications relating to the engagement activities and online engagement proposed)

- This means Sustrans will own a separate stakeholder list, and is to **have the autonomy** to contact stakeholders in this list regarding engagement activities, provided an initial approval of the engagement plan and stakeholder list by Haringey Council.

- Haringey Council is to lead and have ownership of **Strategic Communications** regarding the scheme. This includes updates about the scheme in general, key messages, FAQs about the scheme, implementation notices, press around the scheme, etc. These high level strategic comms are to be shaped and delivered by Haringey Council with input and support from Sustrans as required.

- Haringey Council to help define key audiences and own the **Equalities Impact Assessment** exercise that we propose in order to identify how groups with protected characteristics will be impacted by the scheme and how they are to be involved.

4. Strategic Communications Plan

To be completed by Haringey with Sustrans support:

- Websites that will be used to communicate about the scheme.
- Commonplace plan - what information will be on it, how regularly it will be updated, how it will be managed.
- Your list of stakeholders and what communications are you planning for them, which method and timeline.
- Email inboxes, phone numbers and how they will be managed, how often they'll be checked etc.
- Mail-outs that will inform the general public or specific stakeholders about the scheme.
- Implementation notices and how they will be managed.
- FAQs document.
- Key messages document.
- Use of social media (i.e. Twitter, Facebook).

3.2 Engagement Activities

Sustrans have been commissioned to deliver a range of stakeholder, cabinet member and councillor briefings, online drop-ins and communications across the Haringey LTN areas. The aim of these engagement activities will be to inform people living, working and travelling through the area about the proposals, and invite their comments and feedback. The activities below will be designed to reach as wide an audience as possible, and will include particular efforts to reach user groups that tend to be excluded from consultations, to be identified by Haringey Council. The events will utilise tools such as information boards, online workshops, and creative/interactive engagement methods such as an on-street post box. Below is the engagement plan for Haringey.

We will provide costs for the additional activities suggested.

Inception January / February 2021

Tailored FAQs

Owner: Haringey Council with Sustrans support

Strategic Comms

Owner: Haringey Council with Sustrans support

Sustrans to provide support as required with strategic communications about the LTN (social media, press releases, etc.)

Pre-engagement May 2021

Mail-out to residents

Owner: Haringey Council with Sustrans support if required

Initial mail-out to inform residents of the LTN scheme and upcoming co-design process, and invite them to initial Public Meeting and Q&A

Public Meeting and Q&A

Owner: Haringey Council with support from Sustrans

Online drop-in for residents to ask general questions about the scheme and the engagement process. Sustrans have supported and produced Q&A write-ups

Comms Equality Impact Assessment

Owner: Sustrans with support from Haringey Council

Identify potential impacts of the scheme and the engagement process on groups with protected characteristics and plan for their inclusion and to minimise negative impacts

Here is the first draft, awaiting feedback from Haringey:
https://docs.google.com/document/d/1q54PJrbKjUP_x_5u2iEfuFpE3aHp8hUBHOzWaPb__l8/edit

Stakeholder listing and mapping

Owner: Sustrans with support from Haringey Council

List and prioritise stakeholders to involve, based on the key audiences and user groups identified. See the list produced by Sustrans in section 5.

Engagement with residents April and May 2021

Strategic comms support

Owner: Haringey Council with support from Sustrans

Sustrans to support with creating social media content, press release write ups, posters and any other engagement materials, as needed.

Mailout to residents

Owner: Haringey Council with support from Sustrans

Informing residents of Engagement phase, feedback gathered in the Pre-engagement phase, community board and post box installation, and inviting them to general meetings.

Email to groups representing those with protected characteristics and those whose voices are heard less often, as identified in comms EqIA

Owner: Sustrans with support from Haringey Council

Asking for their feedback and also inviting them to the General Meetings.

Councillor Briefing

Owner: Haringey Council with Sustrans support

Sustrans to support with facilitation and producing briefing notes and any follow up documents.

Haringey General Meeting x2

Owner: Sustrans with support from Haringey Council

Details of its structure and content below.

Meeting with stakeholders

Owner: Sustrans with support from Haringey Council

Local faith groups, schools, nurseries, grassroot groups. Present designs and ask for their feedback.

Meeting with disability access groups

Owner: Sustrans with support from Haringey Council

About all the Haringey LTNs, to identify key accessibility issues.

- Ensure tailored, accessible ways for people with different disabilities to contribute, according to their advice. This might involve calls and adapting engagement materials, on top of the workshop
- Organise a walkabout of the LTN once it is installed

Meeting with Emergency Services

Owner: Haringey Council with support from Sustrans

Meeting to identify any impact on Emergency Services. `

Consultation phase 5th July 2021

Councillor Briefing - w/c 23rd June

Owner: Haringey Council with Sustrans support

Sustrans to support with facilitation and producing briefing notes and any follow up documents.

Third letter drop to the residents (notification of scheme implementation and phasing) - 5th July

Sustrans to write content - booklet with final designs, survey questions, FAQs, info

On-street Engagement: Postboxes x 4, Posters, Engagement boards

Sustrans to design and produce these materials

Pop-ups

Owner: Haringey Council with support from Sustrans if required

Face to face business engagement and online survey

Owner: Sustrans with support from Haringey Council

Pre-LTN implementation Business Surveys

Owner: Sustrans with support from Haringey Council

Include business walk-about as part of this - asking for feedback in person.

Engagement with schools and young people

Owner: Sustrans with support from Haringey Council

- If restrictions allow and we have capacity, organise a an **in-school workshop**

Councillor Briefing

Owner: Haringey Council with Sustrans support

Sustrans to support with facilitation and producing briefing notes and any follow up documents.

Implementation phase July and August 2021

Post-implementation business survey

Owner: Sustrans with support from Haringey Council

Fourth letter drop to the residents (notification of scheme implementation and phasing)

Owner: Haringey Council with support from Sustrans if required

3.3 Timeline of engagement activities

Activity	Start date	Owner
Mail-out to residents	05/02/2021	Haringey Council
Tailored FAQs	w/c 25/01/2021	Haringey Council
Online Councillor Briefings x2	Feb	Haringey Council
Pre-engagement		
Comms Equality Impact Assessment	March 2021	Sustrans
Stakeholder listing and mapping	March 2021	Sustrans
Public Meeting and Q&A	February 2021	Haringey Council
Support for strategic communications	Throughout	Haringey Council

Engagement with residents		
Second letter drop to residents	April 2021	Haringey
Councillor briefing	April 2021	Haringey
Email to other groups as identified in comms EqIA	April 2021	Sustrans
Meeting with Emergency Services	28th April 2021	Haringey
Haringey Public Meeting x2	25th and 27th May 2021	Sustrans
Meeting with disability access groups	19th May 2021	Sustrans
Consultation Phase		
Meeting with Stakeholders	w/c 7th June	
Councillor Briefing	w/c 28th June 2021	Haringey
Pre-LTN implementation Business Surveys	w/c 7th June 2021	Sustrans

Third letter drop (design consultation)	5th July 2021	Haringey
On-street posters	W/C 5th July 2021	Sustrans
Worksheet with schools and young people	W/c 14th June 2021	Sustrans
Pop ups	W/C 5th July 2021	Sustrans
Community Board - Updated, and Postboxes	W/c 5th July 2021	Sustrans
Design Equality Impact Assessment	21st June 2021	Sustrans
Implementation		
Fourth letter drop (6 months review)	September 2021	Haringey Council
Post-implementation business survey	July 2021	Sustrans

3.4. Public meeting structure (Engagement Phase)

- **Facilitators needed:** 4 - 10, depending on attendee numbers (min. 1 facilitator for every 7 people)
- **Duration:** 1h 30 min

- **Platforms used:** ZOOM and Miro Board
- Cap number for each area?
- **Potential workshop dates and times**
    - **Haringey and Enfield x2** 25th and 27th May, 6pm - 7:45pm

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1. **Welcome everyone - Cabinet Member from Haringey**

   Explain the format for the evening, etiquette, including when and how people can speak (e.g. attendees can speak in breakout rooms only but can use the chat function throughout) **10 mins**

2. **Introduction** - **Sustrans**

   Sustrans will introduce their team and their role in the project **3 mins**

3. **Project Overview and pre-engagement feedback summary - Sustrans**

   Sustrans will introduce the project including background and wider policy context, and will summarise feedback gathered in the pre-engagement phase **12 mins**

   - Broad overview of project and what we have done so far - recap why this is happening

   - **Cover workshop objectives:**

1. Share information about the types of interventions being considered. We will presenting the three different design options based on the Commonplace / looking at Enfield LTN options and want to get an understanding from people about what their preferred option is and any issues that they may foresee arising in terms of local travel.
2. Generate informed debate about the different options available
3. Understand and gather info about preferences for different options (this will include different filter plan options.

4. RMU Executive Summary and Design options

Sustrans (Design Team) **10 mins**

- Sustrans will share the main highlights from the Commonplace.
- Sustrans will then go through the three design options and talk through the rationale for each one.

5. **Activity 1 breakout - Sustrans and Haringey** Sustrans introduce the first activity and put attendees into breakout rooms - divide by area. Assign Sustrans and borough officers to breakout rooms to facilitate (**5 mins to intro the activity)**

    - Each room facilitator goes over filter options briefly to remind people what they are. Then begin a discussion about how people feel the different options would work for them. People can speak or put comments in the chat**. 15 mins**
    - At the end of the breakout session the facilitators of each room will feedback the main points to the whole group **10 mins**

    30 mins total

6. **Activity 2 breakout - Sustrans and Haringey** Sustrans put attendees into breakout rooms - divide by area (same groups as Activity 1). Assign Sustrans and borough officers to breakout rooms to facilitate. Continue to discuss options, focussing on design areas which had not been discussed. People can speak or put comments in the chat **20 mins**
    - At the end of the breakout session the facilitators of each room will feedback the main points to the whole group **10 mins**

    30 mins total

7. **Next steps - Sustrans and Haringey** Inform attendees of next steps e.g. consultation etc. and explain how the workshop will be used to feed into designs.

    10 mins

7.

4. Stakeholder Management & Messaging

4.1 Identifying and managing stakeholders

Identifying and managing stakeholders is key to success of the communication and engagement activities undertaken. Sustrans has produced their own stakeholder list (see below) in the “Pre-engagement phase” of the project. This list is based on an initial Equality Impact Assessment that has been produced by Sustrans. The stakeholder list will be continuously updated.

4.2 Key messages and branding

Haringey Council to identify and produce the key messages and branding for the project including:

- Branding guidelines for promotional and comms materials. For promotional materials regarding engagement activities, Sustrans branding can be used if preferred by the Council.

- Clarify which logos are to be included in all promotional and comms materials

- Key messages document outlining the vision, benefits and reasoning behind the scheme, aligning them with overall goals and aims that Haringey Council is committed to, to be produced by the Council with the support of Sustrans as required.

5. Stakeholder List

Bruce Grove EQIA stakeholder list

Characteristic	Group name	Website	Contact	Postcode
Age	**Bruce Grove Primary and Nursery School**	https://www.brucegroveprimary.com/	admin@brucegrove.haringey.sch.uk	N17 6UH
	The Willow on Broadwaters	https://www.thewillow.haringey.sch.uk/	admin@thewillow.haringey.sch.uk	
	The Grove School (SEND)	https://thegroveschool.co.uk/	office@thegroveschool.co.uk	
	Belmont Junior	http://www.belmontjunior.org/	office@belmontjnr.haringey.sch.uk	
	Harris Primary academy Coleraine park	https://www.harrisprimarycolerainepark.org.uk/	info@harrisprimarycolerainepark.org.uk	N17 9XT
	Harris Primary Academy Philip Lane	https://www.harrisprimaryphiliplane.org.uk/6/contact	info@harrisprimaryphiliplane.org.uk	N15 4AB
	Harris Academy Tottenham	https://www.harristottenham.org.uk/	info@harristottenham.org.uk	N17 9LN
	Age UK Haringey & Enfield	admin@ageukenfield.org.uk	https://www.ageuk.org.uk/enfield/	EN1 1DW
	DRS Care Homes	N/A https://www.nhs.uk/services/Careproviders/Overview/DefaultView.aspx?id=60357	2088854954	N17 6SS
	Trinity Heart Care homes	https://www.trinityhomecare.co.uk/	020 8885 1898	N17 6XH

	Edmanson's Close retirement housing	https://housingcare.org/housing-care/facility-info-20444-edmansons-close-tottenham-england		N17 6XD
Disability	Disability Action Haringey	https://www.inclusionlondon.org.uk/directory/listing/disability-action-haringey/	disabilityactionharingey@gmail.com	N22 5RP
	Haringey Learning Disabilities Centre	https://www.whittington.nhs.uk/default.asp?c=20404		
	Haringey Autism	http://haringeyautism.port5.com/parentspack/chapter8.htm	HLDP@haringey.gov.uk	N22 8HQ
	The Alzheimer's society Enfield	http://n21online.com/business-directory/item/the-al.html	enfield@alzheimers.org.uk	N21 1RJ,
	Markfield Together for Inclusion	https://markfield.org.uk/sendiass-2/	familyadmin@markfield.org.uk	N15 4RB
	Jackson Lane	https://haricare.haringey.gov.uk/adults/cat/vendor/379	admin@jacksonslane.org.uk	N6 5AA
	Mind Haringey	https://haricare.haringey.gov.uk/adults/cat/vendor/363	admin@mih.org.uk	N4 3QF
	HAIL's autism club	https://haricare.haringey.gov.uk/adults/cat/product/920	admin@hailltd.org	N15 4RY
	JDA - deaf and hard of hearing	https://haricare.haringey.gov.uk/adults/cat/vendor/385	mail@jdeaf.org.uk	N12 8RP
	Haringey Wheelchair User Group	https://haringey-wheelchair-user-group.org.uk/	haringey.wheelchair-service@nhs.net	N11 2HD
	Venture Club for the Blind and Partially Sighted	https://haricare.haringey.gov.uk/adults/cat/product/809	Library.Service@haringey.gov.uk	N15 5PU
Ethnicity	**Lordship Hub Co-op**	https://lordshiphub.org.uk/	hello@lordshiphub.org.uk	N17

				6NU
	Avril's Walks and Talks	https://www.avrilswalksandtalks.co.uk/	info@avrilswalksandtalks.co.uk	
	BUBIC (Bringing Unity Back Into the Community)	https://www.bubic.org.uk/	info@bubic.org.uk	N17 6RA
Gender	*Bruce Grove Residents Network Twitter*	*https://twitter.com/brucegroveres?lang=en*		
	Bruce Grove Residents Network Facebook	*https://www.facebook.com/groups/bgrnmembers/*		
	Women in Tottenham	https://www.womenintottenham.com/	https://www.womenintottenham.com/get-involved	
Gender reassignment	Wise Thoughts	https://wisethoughts.org/	info@wisethoughts.org	N22 6XD
	Haringey LGBT Forum	https://lgbthistoryuk.org/wiki/Haringey_LGBT_Network	info@wisethoughts.org	N22 6XD
Pregnancy / maternity	Gingerbread Haringey	https://fisd.haringey.gov.uk/families/cat/vendor/529	info@gingerbread.org.uk	NW5 2LX
	Haringey Families	https://www.singleparents.org.uk/organisation/haringey-families	membership@haringeyfamilies.co.uk	N4 4PH
Religion / belief	Miller Memorial Methodist Church	http://newrivercircuit.org.uk/?page_id=113	rupert1157@hotmail.co.uk	N17 6TG
	Edmansons Close Chapel		020 8808 9140	N17 6XD
	St Philip the Apostle, Tottenham		020 3844 8724	N15 4HJ
	Grace Baptist Chapel		020 8801 5890	N17 6XX
	Christ Apostolic Church Outreach DDC HQ	http://www.cacoutreach.com/	020 8808 0520	N17 6RD
	Igreja Evangelica Avivamento Da Fe	https://www.facebook.com/AvivamentodafeLondres	07500 009193	N17 6RA
	Potters House Christian Fellowship		07782 833076	N17 6SB
	Assunah Islamic Centre	info@assunnah.co.uk	info@assunnah.co.uk	N17 6SB

Sexual orientation	Wise Thoughts	https://wisethoughts.org/	info@wisethoughts.org	N22 6XD
	Haringey LGBT Forum	https://lgbthistoryuk.org/wiki/Haringey_LGBT_Network	info@wisethoughts.org	N22 6XD
Other marginalised groups	All people all places	https://www.allpeopleallplaces.org/	info@allpeopleallplaces.org	N8 7EL
	North London action for the homeless	https://www.nlah.org.uk/	nlah_uk@nlah.org.uk	N16 7UE
	The Community Hub	https://haricare.haringey.gov.uk/adults/cat/vendor/3224	office@thecommunityhub.org.uk	N11 2QH
	The Bridge Renewal Trust	https://haricare.haringey.gov.uk/adults/cat/vendor/2669	admin@bridgerenewaltrust.org.uk	N15 5AZ
	Carers First Haringey	https://www.carersfirst.org.uk/haringey	hello@carersfirst.org.uk	
GENERAL STAKEHOLDER LIST				
Community	**Broadwater Farm residents association**		broadwaterfarmra@outlook.com	
	The Cares Family	https://www.thecaresfamily.org.uk/get-involved	fiona.bevans@thecaresfamily.org.uk	
	BWF Estate Services Team Leader (cleaning)	https://tottenham.london/sites/default/files/hy_hfh_bfarm_newsletter_jul_2020_no4_emailv8w.pdf	glenn.turner@homesforharingey.org	
	Broadwater health centre	http://www.lawrencehousegroup.co.uk/broadwater-farm-medical-practice/contact	020 8885 2723	
	Better Streets for Bruce Grove & West Green		BGWG.streets@gmail.com	
	Ducketts Green Healthy Streets	Area between Belmont Road and Westbury Avenue	seanpalmer99@gmail.com	
	Haringey Defend Council Housing	https://wheelytots.com/projects/	booking@wheelytots.com	
	haringey Defend Council		haringey_dch@outlook.co	

	Housing		m	
	Down Lane Park cycling	http://www.livingunderonesun.co.uk/who-we-are/#directors	info@livingunderonesun.co.uk	N17 9EX
	Haringey Living Streets	https://alexandraparkneighbours.org.uk/local-groups/alexandra-low-traffic-group	haringeygroup@livingstreets.org.uk	
	Haringey Cycling Campaign	http://www.haringeycyclists.org/	haringeycyclists@gmail.com	
	Bruce Grove Residents Network	*https://en-gb.facebook.com/groups/bgrnmembers/*	*https://twitter.com/brucegroveres?lang=en*	
	Healthy Streets Bruce Grove / West Green	https://twitter.com/BGWG_Streets	BGWG.streets@gmail.com	
	Broadwater Farm and Community Centre	https://www.fusion-lifestyle.com/centres/broadwater-farm-community-centre/contact-us/	https://www.fusion-lifestyle.com/centres/broadwater-farm-community-centre/contact-us/	
	Our Tottenham	http://ourtottenham.org.uk/about/contact-us/	ourtottenham@gmail.com	
	Friends of Belmont Rec	https://twitter.com/belmont_rec	https://twitter.com/belmont_rec	
	Broadwater Farm Medical Practice			
	Lordship Lane Primary Care Centre			
	Lordship Hub	**https://lordshiphub.org.uk/news/**	**hello@lordshiphub.org.uk**	N17 8AA
Council	Broadwater Farm regen project	https://tottenham.london/explore/broadwater-farm/get-involved-and-stay-active#your-bike	shelleyna.rahman@haringey.gov.uk	N17 8AA

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Haringey Bruce Grove LTN

Commonplace Engagement Results

May 2021

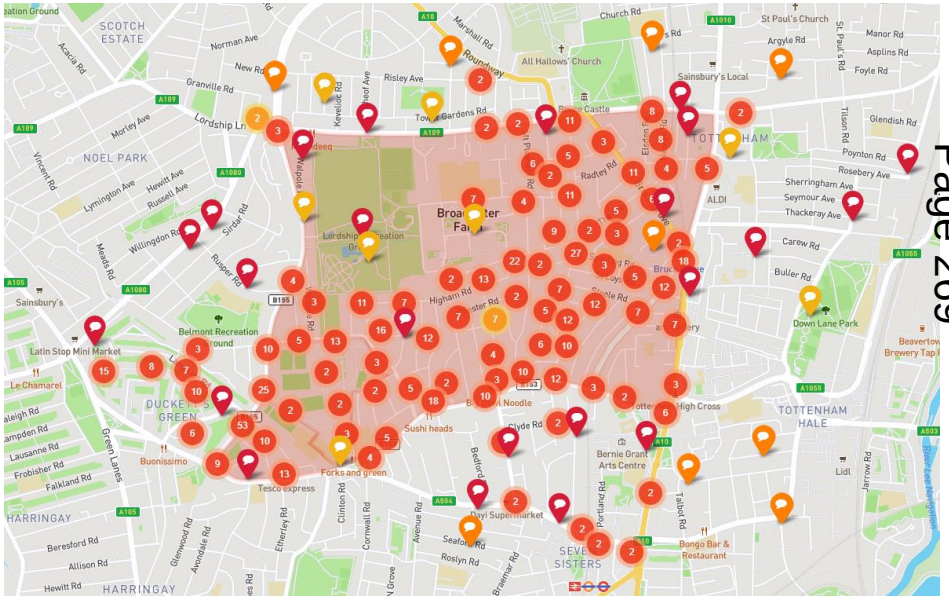


Image: Commonplace

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Compiled by Sustrans' Research and Monitoring Unit for LB Haringey, May 2021.

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Executive Summary

As part of the community engagement for the Bruce Grove Low Traffic Neighbourhood (LTN), Haringey Council carried out a Commonplace survey from 4th February 2021 to 7th March 2021 to understand people's views on the issues in the area, how they would like to see the area changed, and to feed into the implementation of the project.

There were 711 confirmed responses to the survey with 3,530 agreements. Within the Bruce Grove LTN area, there were 468 comments with 2,318 agreements.

2,071 people visited the site. There were 515 confirmed respondents who left comments or agreements

The most common issue raised by respondents was 'Traffic speeding' accounting for 63% of all comments and agreements, followed by 'Traffic Volume' and 'Rat running traffic'.

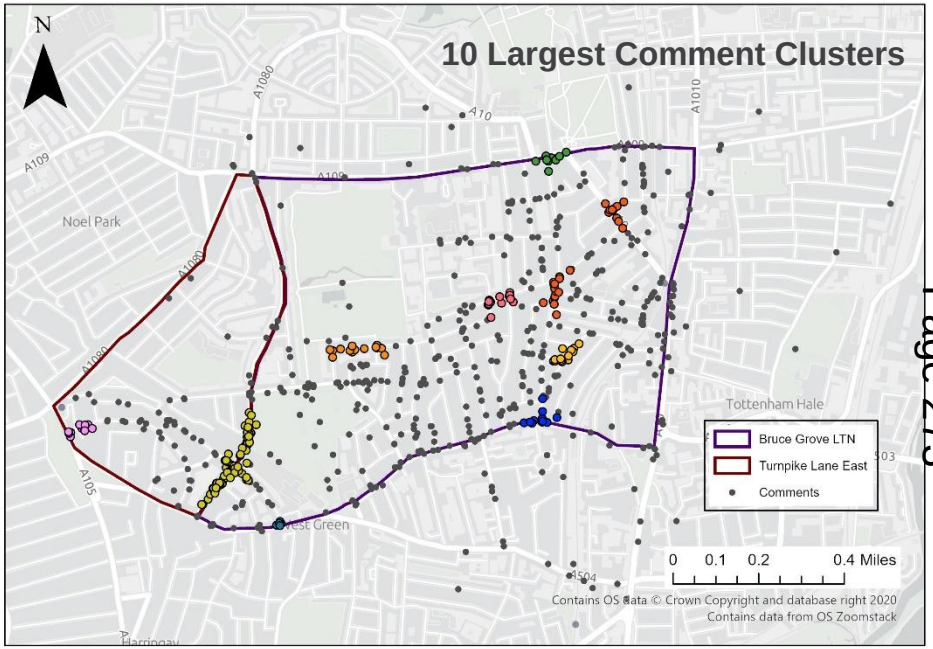
The most common suggested improvements from respondents was "Reduce Traffic Volumes" accounting for 48% of all comments and agreements, followed by "Reduce traffic speeds" and "Increase traffic and speeding enforcement".

The principal comment hotspot was along Belmont/Langham Road, followed by other highly commented areas such as The Ave/Sperling Road junction and Higham Road.

Open text comments gave further insight into respondent issues and suggested improvements, including perceptions on the concerns/support of the scheme.

Executive Summary

Top 5 Comment Cluster Hotspots	Key issues raised (comments + agreements)	Key solutions suggested
1. Belmont Road/Langham Road	1. Traffic volume (702) 2. Traffic Speeding (642) 3. Rat running traffic (482) 4. Traffic safety concerns (414) 5. Poor cycling environment (313)	1. Reduce traffic speeds (431) 2. Reduce traffic volume (430) 3. Improve safety of crossings and junctions (264) 4. Increase traffic and speeding enforcement (175) 5. More cycling infrastructure (29)
2. The Ave/Sperling Road	1. Poor cycling environment (99) 2. Traffic speeding (72) 3. Rat running traffic (56) 4. Traffic safety concerns (55) 5. Traffic volume (46)	1. More cycle infrastructure (63)
3. Higham Road	1. Traffic speeding (102) 2. Traffic safety concerns (70)	1. Reduce traffic speeds (70)
4. Langham/West Green Road	1. Rat running traffic (62)	
5. Carlingford Road	1. Traffic speeding (82) 2. Traffic volume (72) 3. Rat running traffic (57) 4. Traffic safety concerns (48)	1. Increase traffic speeding and enforcement (79) 2. Reduce traffic volumes (72) 3. Reduce traffic speeds (65)



Introduction

Haringey Council have been allocated funding from Transport for London (TfL) to further engage with residents and to develop the designs for a LTN in the Bruce Grove area. The Council's early engagement with residents and businesses was started through an online Commonplace survey to hear from those living and working in and near the area.

This report summarises the findings from the Commonplace platform which was open between 4th February - 7th March 2021.

Visitors to the Commonplace website were able to create their own comments at a specific location, or agree with existing comments by clicking on the "thumbs up" button. For each comment, respondents were asked to choose which issue(s) and improvement(s) they were referring to at that location, from a multiple choice list. They could also add extra information about issues, improvements or suggestions in the open text sections.

This report includes the headline results of the Commonplace survey for the Bruce Grove LTN, summarising the key issues and improvements that respondents identified in the area. Due to a high number of comments to the west of the Bruce Grove area (Turnpike Lane East), this area has been incorporated into the analysis

All data from the Commonplace map is available at: https://tottenhambrucegroveltn.commonplace.is/comments

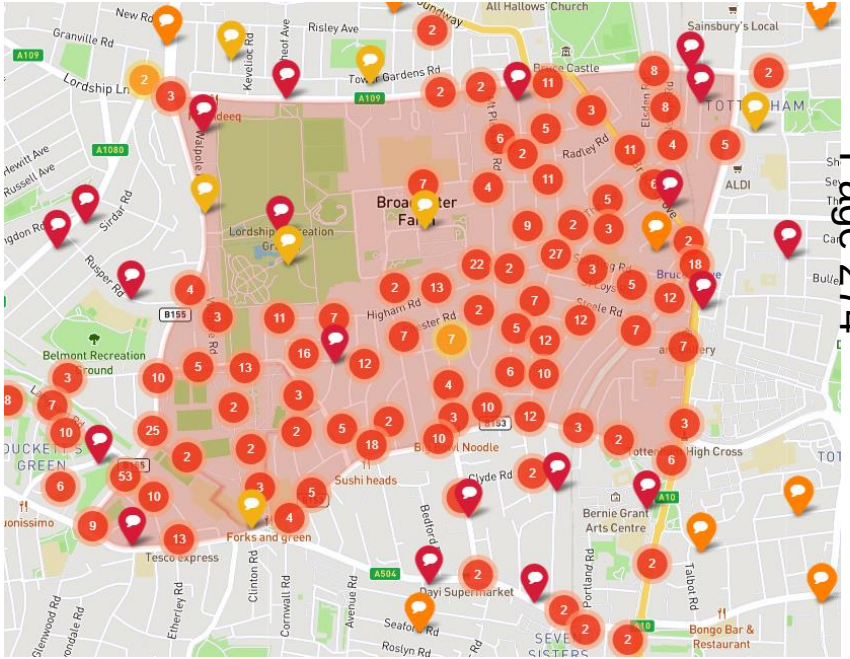


Image: Commonplace

Part I: Area Overview

Bruce Grove LTN - Overview

Total Comments: 711 (+ 3,530 agreements)

Comments within Bruce Grove LTN: 468 (+ 2,318 agreements)
Comments within Turnpike Lane East area: 120 (+ 741 agreements)

Total Respondents: 515

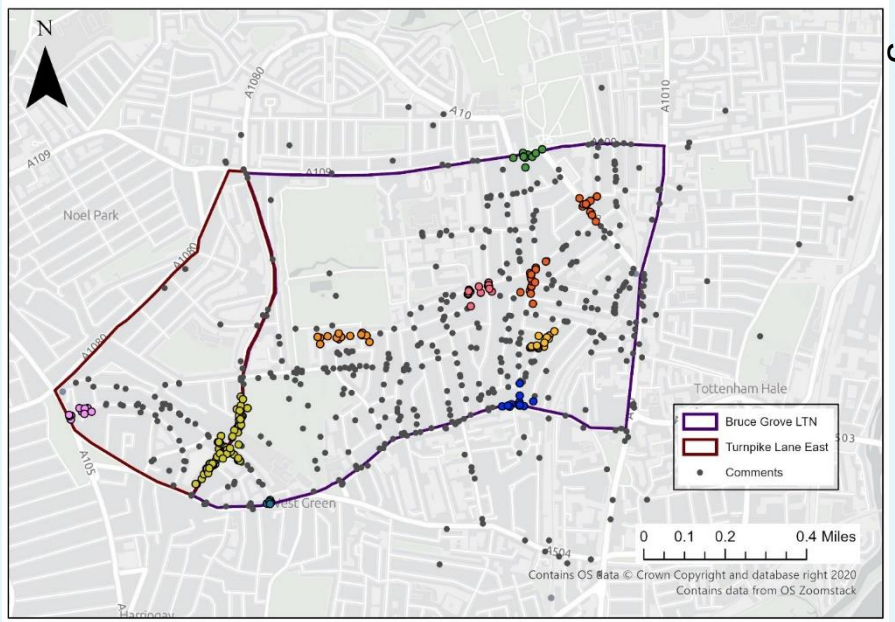
Top 5 Area Hotspots:

1. **Belmont Road/Langham Road:**
   (732 comments + agreements)
2. **The Ave/Sperling Road:**
   (142 comments + agreements)
3. **Higham Road:**
   (107 comments + agreements)
4. **Langham/West Green Road:**
   (104 comments + agreements)
5. **Carlingford Road:**
   (96 comments + agreements)

Most agreed with comment:

"The junction of Langham Road (west side, outside the proposed LTN) to Belmont Road needs addressing as a priority, but that half of Langham Road / Belmont Road appears to have been excluded from the proposed LTN. Why? Downhills Park serves all of the community that side of Belmont Road. Parents with young children have to battle with high traffic volumes, dangerous driving and speeding. Rat running down Langham Road (drivers turning off or on to Belmont Road) is a significant problem. This is a safety issue and it is deeply concerning if it will not be addressed as part of the plans. Worst still, we are now facing possible displaced traffic which could make a bad situation worse…" *(24 agreements, posted inside Bruce Grove LTN area)*

Major Comment Clusters



Bruce Grove LTN – Commonplace Overview

Issues raised:

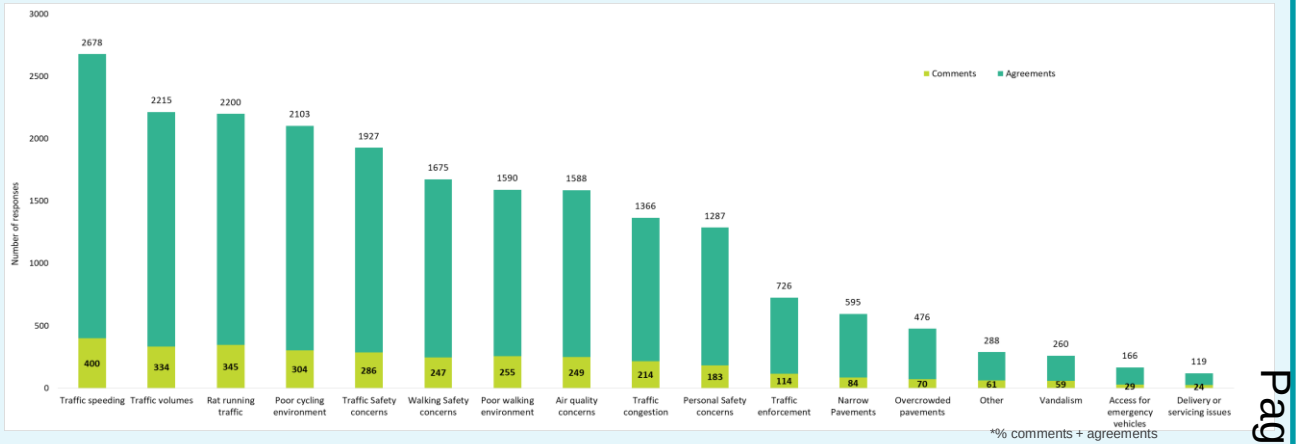
Traffic Speeding 63%*
400 comments (+ 2278 agreements)

Traffic Volumes 52%
334 comments (+ 1881 agreements)

Rat Running Traffic 52%
345 comments (+ 1855 agreements)

Poor Cycling Environment 50%
304 comments (+ 1799 agreements)

Traffic Safety Concerns 45%
286 comments (+ 1641 agreements)



*% comments + agreements

Suggested improvements:

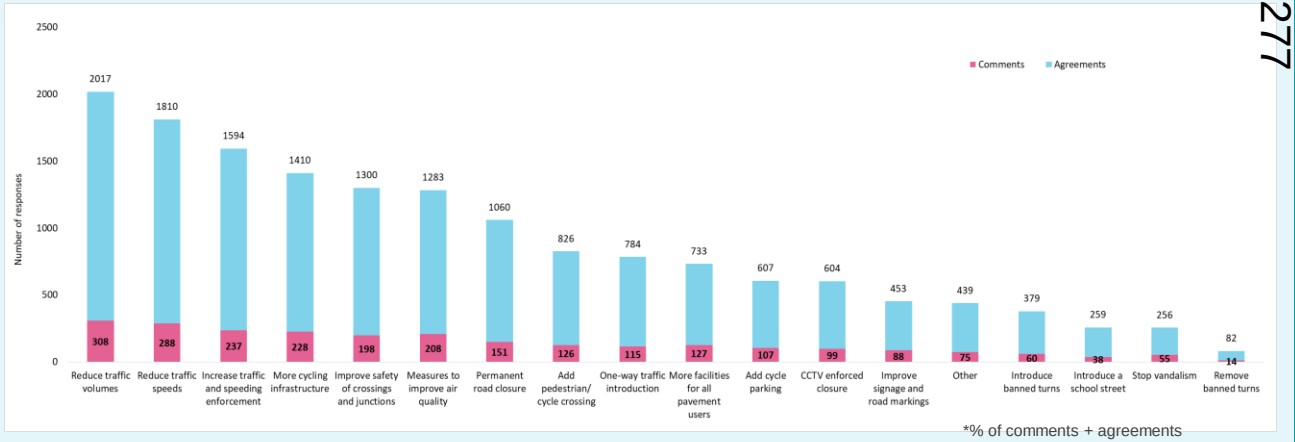
Reduce Traffic Volumes 48%*
308 comments (+ 1709 agreements)

Reduce Traffic Speeds 43%
288 comments (+ 1522 agreements)

Increase Traffic and Speeding Enforcement 38%
237 comments (+ 1357 agreements)

More Cycling Infrastructure 33%
228 comments (+ 1182 agreements)

Improve Safety of Crossings and Junctions 31%
198 comments (+ 1102 agreements)



*% of comments + agreements

Bruce Grove LTN – Open Text Overview

Of the 711 confirmed comments, 91% (649 comments) included an open text comment. Within the Bruce Grove LTN area 92% (429 comments) of comments included an open text. Within the Turnpike Lane East area 93% (112 comments) of comments included an open text. For this report, all open text comments have been analysed.

The majority of open text comments further explained the issues within the area, with most mentioning specific locations. Common issues related to **excessive motor traffic volumes & congestion**, **cut-through or short-cutting traffic**, **speeding drivers** and the resulting **reduction in air quality** in the area. These themes are closely associated with the multiple choice options available on the Commonplace survey website.
Other common themes in the open text field were around **perceptions of safety as a pedestrian** and **inadequate cycling infrastructure**.
A number of comments came from respondents outside of the original scheme boundary **objecting to being excluded from the project area**, in particular residents of **Belmont Road** and **Langham Road**. Others commented that cycling was difficult or dangerous in the area with a number of references to conflict with motor vehicles on the CS1 cycle route. Others called for improved cycle crossings and protected space for cycling on main roads.

""Lots of cars speed down the road. Some traffic calming/speed reduction measures would help. I'm not sure that closing any of these roads is the answer because that would just displace traffic to adjacent roads and exacerbate the problem there."

"There are many multi-occupancy houses and families with children living on Carlingford Road. Cars are already speeding along here, despite the speed limit. Why can we not be included in the LTN? With direct access on to Green Lanes at the bottom, unlike Langham Road, we are very vulnerable to rat run traffic, and this seems very wrong."

A number of respondents provided open text comments suggesting changes to improve specific locations. The majority of suggestions made were around **reducing traffic speeds and conflict** closely following by suggestions to **improve infrastructure for cycling**. Many suggested **measures to remove through traffic** such as planters, bus gates and pedestrianisation. A significant number suggested **improvements to the pedestrian environment** whilst others called for **new crossings** or specifically stated their **support for LTN type measures**.

"The end of Langham Road near West Green is often a difficult place to cross. Perhaps there could be a zebra crossing here to help people to cross more safely."

"People turning from the Avenue onto Sperling Road always cut through the left lane making it dangerous when cycling as you're basically being seen last minute. Some sort of hard delimitation of the lanes should be put here so cars would have to slow down and be more precise in their turn"

*All comments copied verbatim, with original errors



Total Open Text Comments:
649

Open Text Comments within Bruce Grove LTN:
429

Key themes

- Issues with traffic speeding
- Issues with cut through traffic
- Pedestrian safety around traffic
- Issues with traffic volume
- Inadequate cycling infrastructure
- Problems with air quality and noise pollution
- Issues around safety for children

Bruce Grove LTN – Email Comments Overview

Total emails received about existing or future plans: 55

Key Locations
Emails regularly raised specific issues in certain places. The most common of these were:

- **Belmont Road** Key issues relating to motor traffic volumes, air and noise pollution and speeding. High number of requests to be included in LTN area.
- **Carlingford Road.** Key issues relating to cut through traffic and congestion.
- **Main Bruce Grove area.** Key issues relating to cut through and speeding traffic.
- **Langham Road.** Key issues relating to cut through traffic and congestion.

In addition to Commonplace feedback, LB Haringey received **55 emails** providing feedback on the Bruce Grove area during the engagement period.
While some of these emails focused specifically on issues within the Bruce Grove area, the majority of emails were from those living just outside the area, particularly on **Belmont Road,** and in the Carlingford Road/Langham Road area.

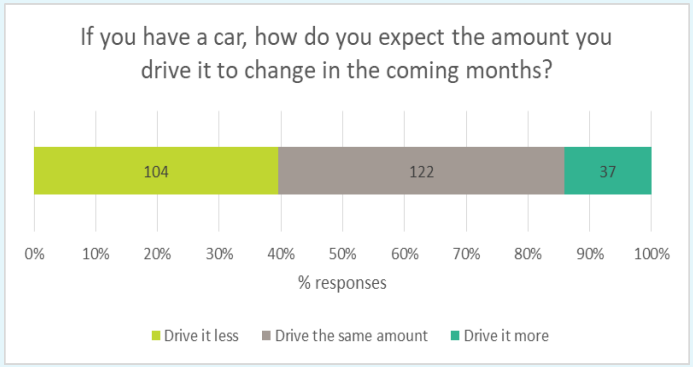
Issues
The key issues that people raised were related to existing **traffic volumes and congestion**. This was largely related to the Belmont Road area, although some other comments were made about the wider Bruce Grove area. Related to this, emails focused on the impact of high traffic levels, particularly relating to noise and air pollution. Other key issues raised included speeding traffic, roads being used as a cut through (particularly by heavy goods vehicles), pedestrian safety, and incidents of road rage/aggressive drivers.

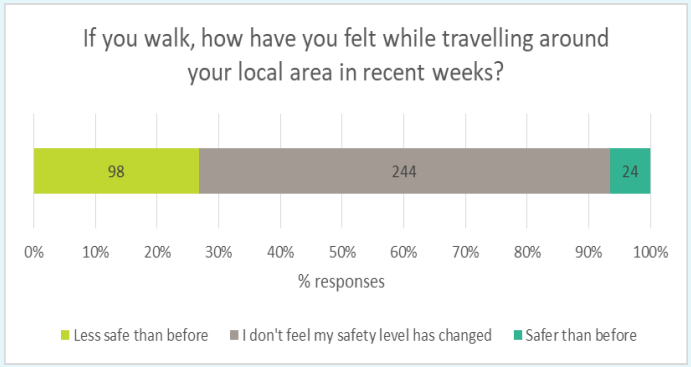
Concerns
Emails raised specific concerns about the proposed LTN. In particular, residents of Belmont Road raised concerns about an **increase in traffic** on their road as a result of displacement from the proposed LTN. Generally, emails were not opposed to the LTN in principle but requested reassurance that measures would be taken to mitigate against any additional traffic volumes, along with requests to reduce the amount of traffic on their road.
There were few other concerns raised, however some emails included concerns around: a lack of consultation or information up to this point, the impact of an LTN on older people, and an inability/impracticality to use a cycle for transport.
A high number of emails also explicitly supported the introduction of an LTN and/or other traffic calming measures.

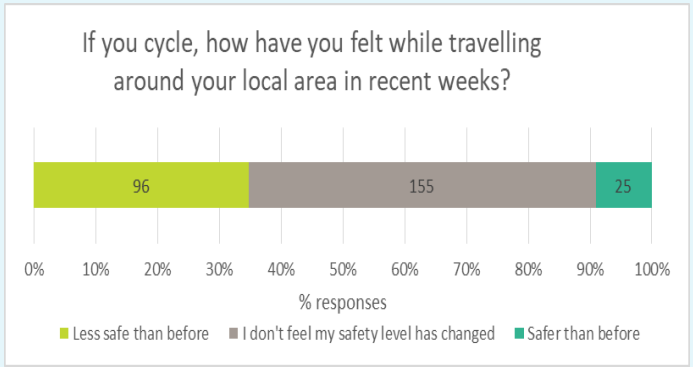
Suggestions
Emails made a number of suggestions to address the issues and concerns raised:

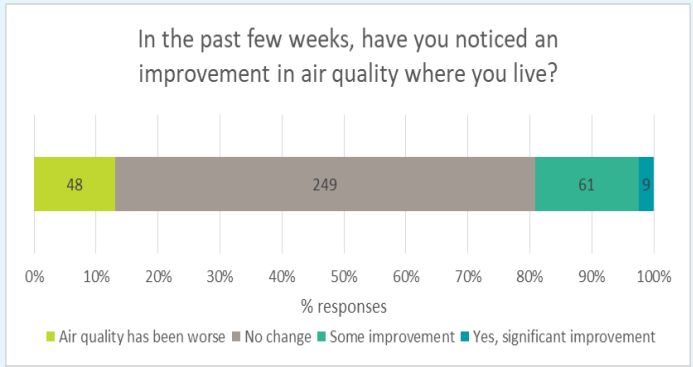
- The most common suggestion, by some margin, was to **expand the LTN area**, specifically to Westbury Avenue to include Belmont Road, Langham Road and others in that area.
- Introduce other traffic calming measures – including banned turns, speed humps and speed restrictions.
- Improve the pedestrian environment, making it easier and safer for people to walk
- Reduce traffic dominance in the area – including removing or reducing the number of one-way streets in the area once the LTN is installed.

Bruce Grove LTN - Overview









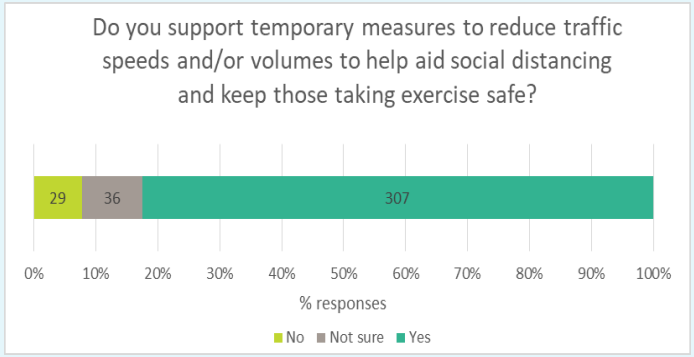
40% expect to drive less in the coming months

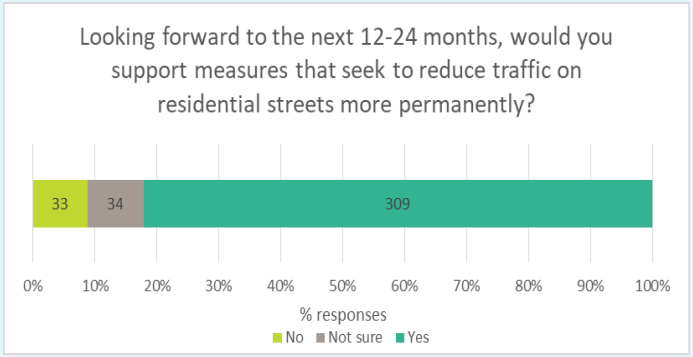
27% feel less safe walking around the local area

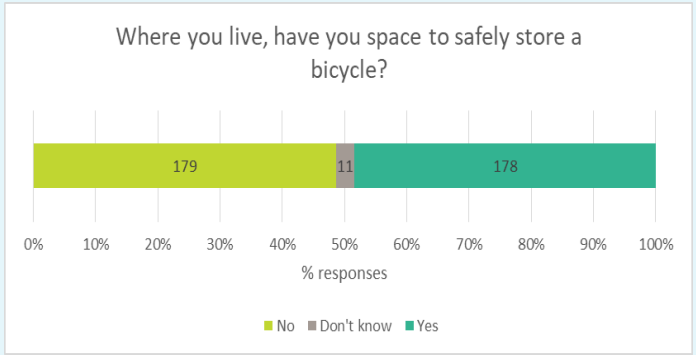
35% feel less safe cycling around the local area

13% think air quality has got worse

Bruce Grove LTN - Overview









83%
support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing

82%
support measures that seek to reduce traffic on residential streets more permanently

48%
have a space to safely store a bicycle where they live

Part II: Issues Raised

Traffic Speeding

Total comments on traffic speeding: 400 (+ 2278 agreements)

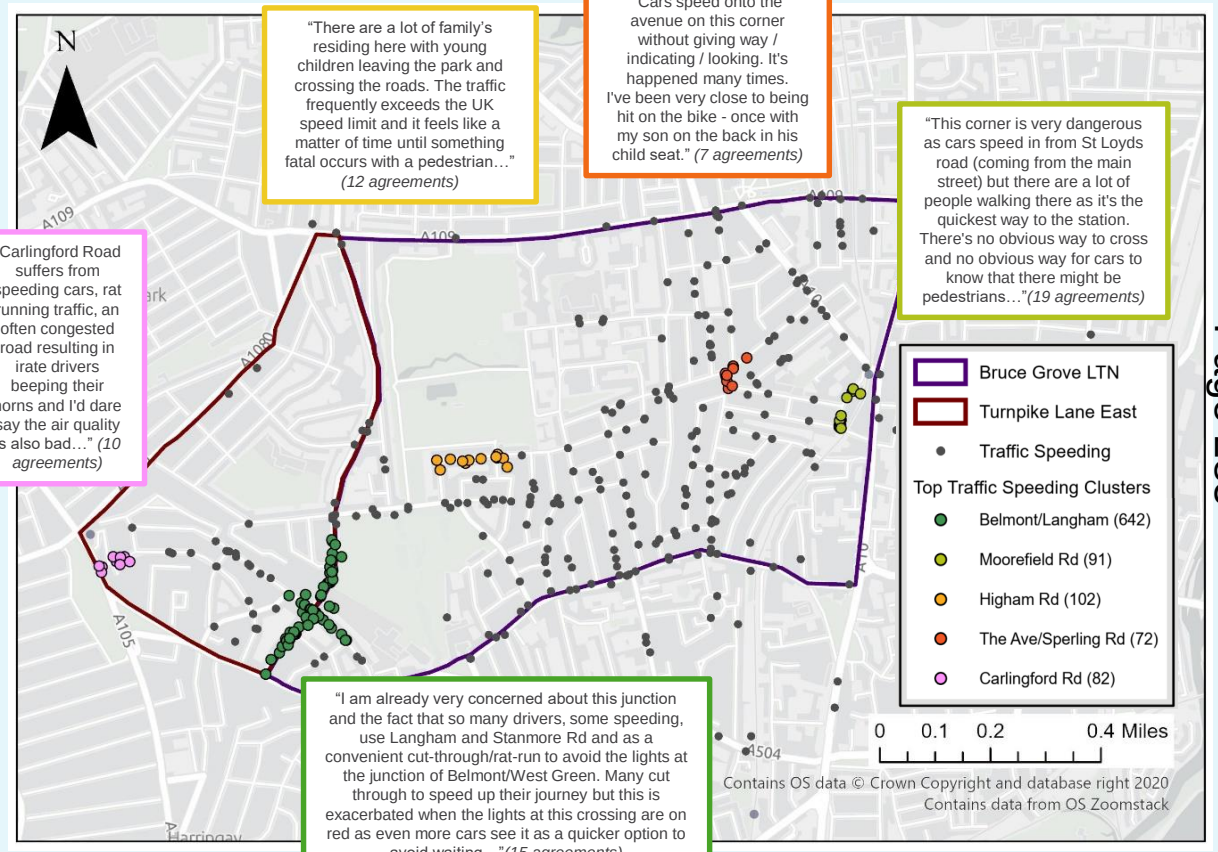
% of comments & agreements on traffic speeding: 63%

Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"This is a rat run between Belmont Road and West Green Road with high traffic numbers and speeding. It is particularly dangerous to children and pedestrians with the entrance to the Langham Academy at the end of the road." *(21 agreements, posted in Bruce Grove LTN area)*

Hotspots



Traffic Volume

Total comments on traffic volume: 334 (+ 1881 agreements)

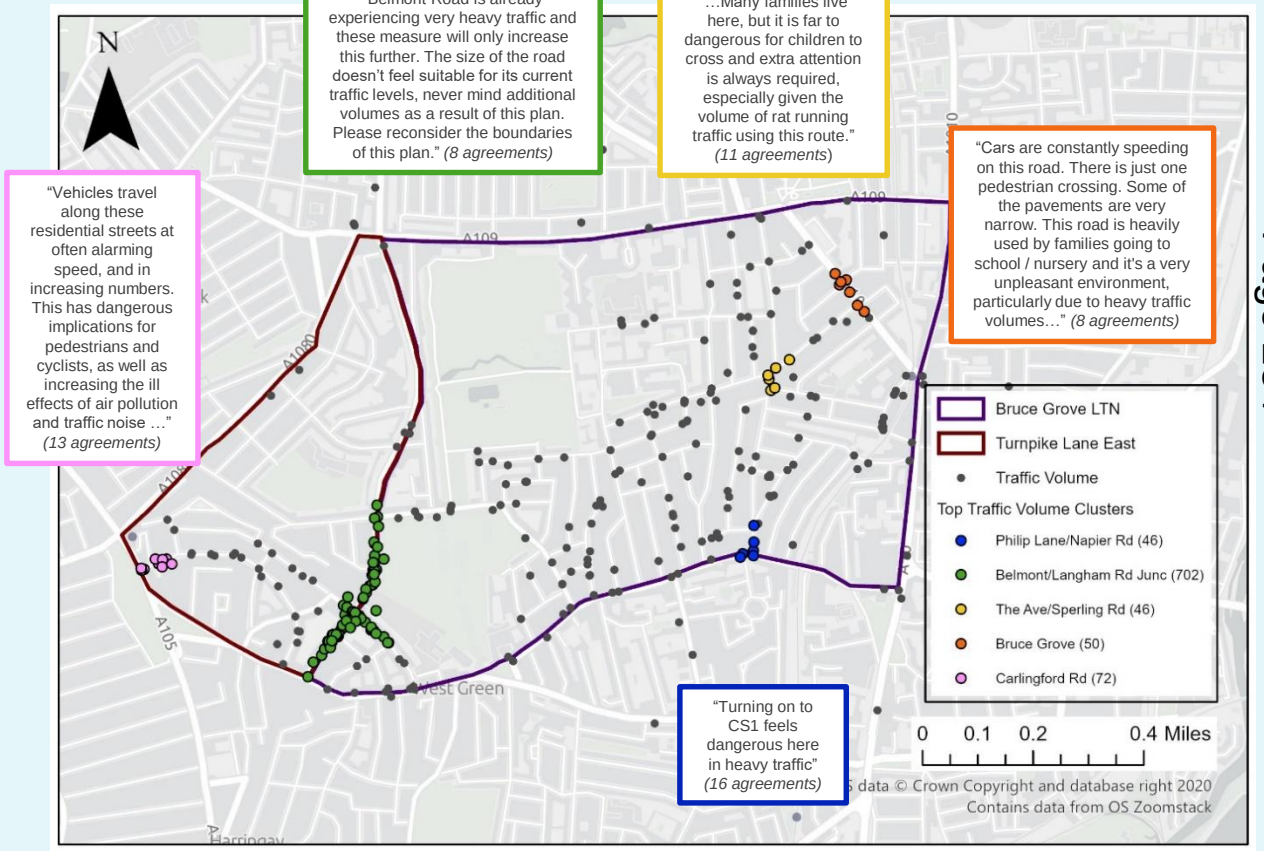
% of comments & agreements on traffic volume: 52%

Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"This is a well used stretch of pavement used by many from this proposed LTN as well as many from the potential Duckett's Green LTN which covers the triangular area boundaried by West Green Road, Westbury Avenue and Downhills Way. I always meet people along this stretch and it is very narrow, especially over the bridge. Cars race along here and it can feel intimidating and unsafe to be a pedestrian, particularly if you have children on scooters/bikes or a dog." *(21 agreements, posted in Turnpike Lane East area)*

Hotspots



Rat Running Traffic

Total comments on rat running traffic: 345 (+ 1855 agreements)

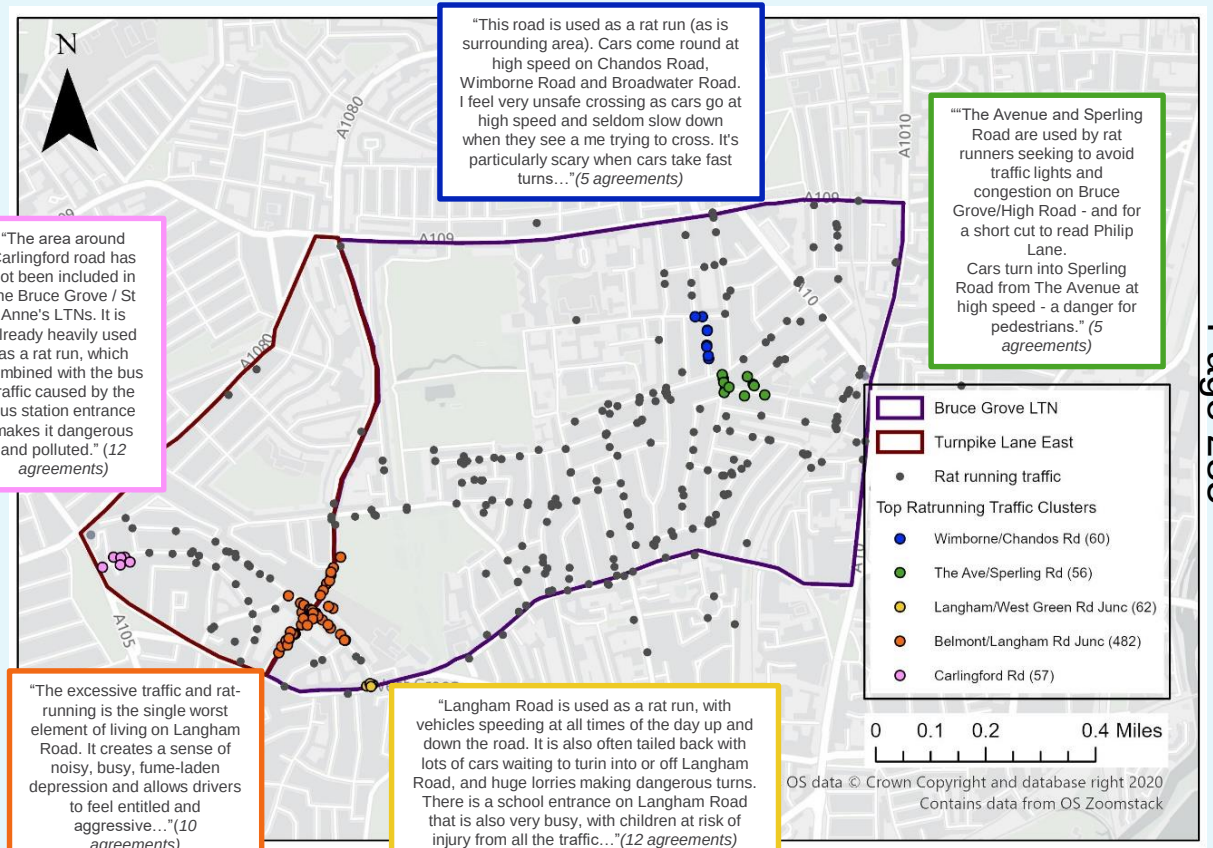
% of comments & agreements on rat running traffic: 52%

Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"Langham Road is currently used as a rat run to / from Belmont Road. This makes using the pavements unsafe for children, particularly as you approach Belmont Road. The same is true of the turning from Langham Road onto Stanmore Road. A car, who failed to indicate and refused to stop even though I was in the middle of the road, nearly hit me and my four month old - who was strapped to me in a sling. He was then abusive to us. Luckily my son is not old enough to understand, but young enough to be poisoned by the fumes from speeding cars as we try to make it to Downhills Park. I know it's outside the proposed LTN, but surely we can fix this area as part of the £5.1m funding available? If we can't fix it, we certainly can't allow it get any worse as a side effect of the proposed LTN." *(22 agreements, posted in Turnpike Lane East area)*

Hotspots



Poor Cycling Environment



Total comments on poor cycling environment: 304 (+ 1799 agreements)

% of comments & agreements on poor cycling environment: 50%

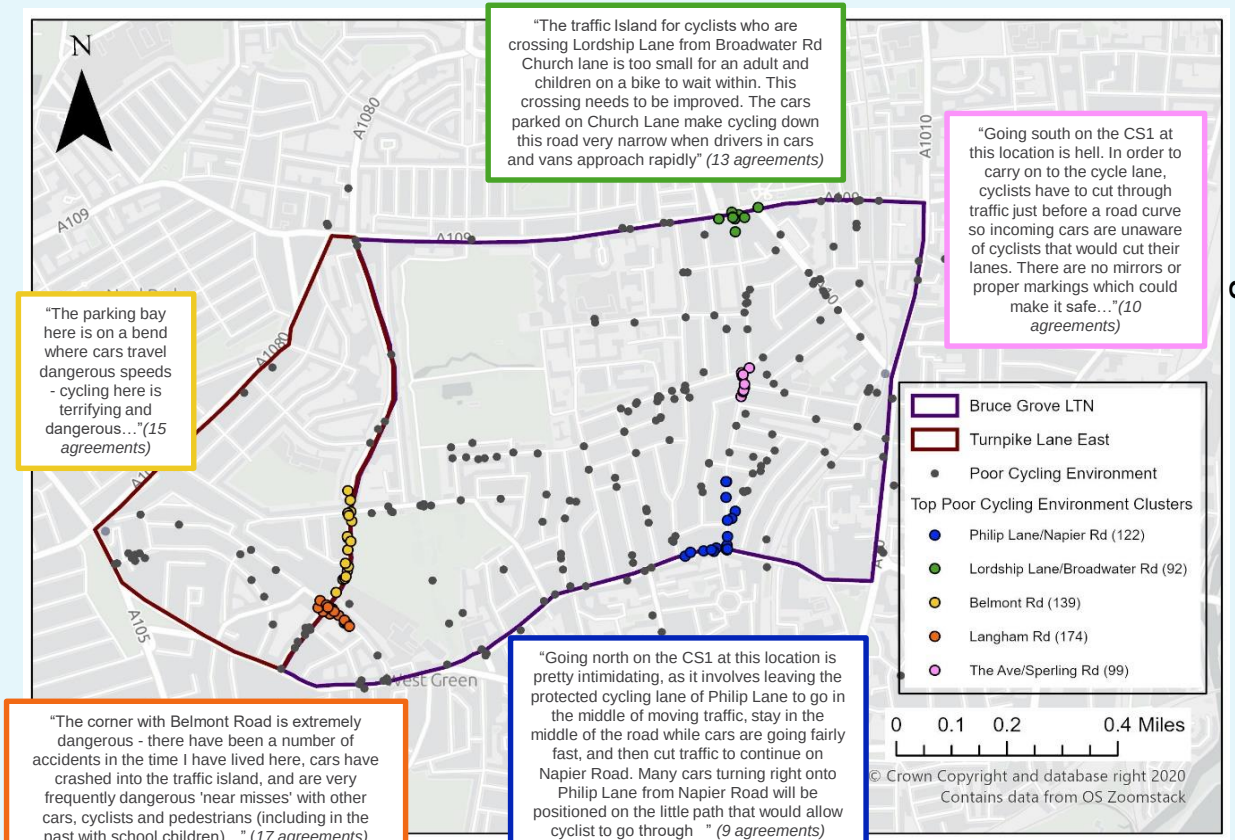
Largest commented cluster: Langham Road

Highly agreed with comment:

"This is a horrible rat run. Crammed with speeding drivers avoiding the traffic signals on Bruce Grove / High Rd junction. Close it to through traffic. This would be of great benefit to businesses like San Marco who would benefit from the increased footfall from having a more pleasant outside space." *(21 agreements, posted in Bruce Grove LTN area)*



Hotspots



"The traffic Island for cyclists who are crossing Lordship Lane from Broadwater Rd Church lane is too small for an adult and children on a bike to wait within. This crossing needs to be improved. The cars parked on Church Lane make cycling down this road very narrow when drivers in cars and vans approach rapidly" *(13 agreements)*

"Going south on the CS1 at this location is hell. In order to carry on to the cycle lane, cyclists have to cut through traffic just before a road curve so incoming cars are unaware of cyclists that would cut their lanes. There are no mirrors or proper markings which could make it safe…"*(10 agreements)*

"The parking bay here is on a bend where cars travel dangerous speeds - cycling here is terrifying and dangerous…"*(15 agreements)*

"Going north on the CS1 at this location is pretty intimidating, as it involves leaving the protected cycling lane of Philip Lane to go in the middle of moving traffic, stay in the middle of the road while cars are going fairly fast, and then cut traffic to continue on Napier Road. Many cars turning right onto Philip Lane from Napier Road will be positioned on the little path that would allow cyclist to go through " *(9 agreements)*

"The corner with Belmont Road is extremely dangerous - there have been a number of accidents in the time I have lived here, cars have crashed into the traffic island, and are very frequently dangerous 'near misses' with other cars, cyclists and pedestrians (including in the past with school children)…" (*17 agreements)*

Traffic Safety Concerns

Total comments on traffic safety concerns: 286 (+ 1641 agreements)

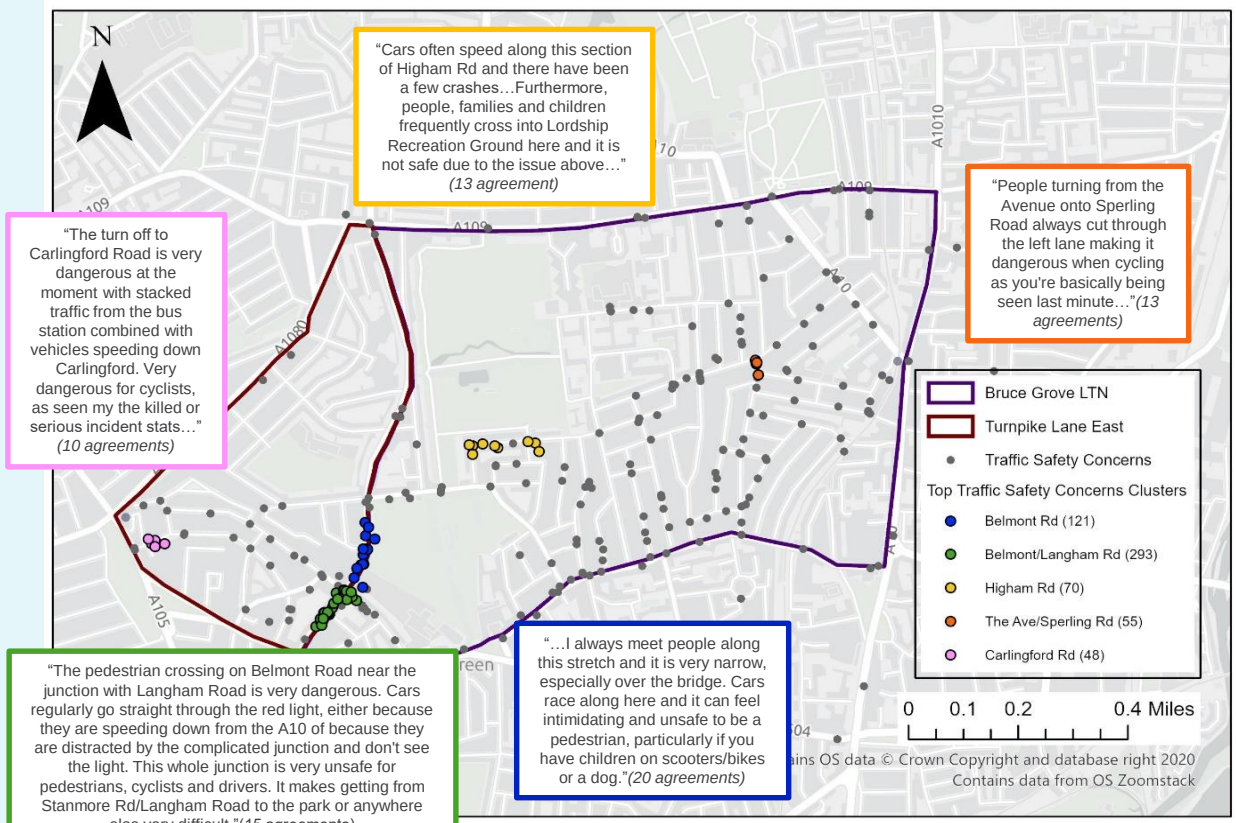
% of comments & agreements on traffic safety concerns: 45%

Largest commented cluster: Belmont/Langham Road

Highly agreed with comment:

"This corner is very dangerous as cars speed in from St Loyds road (coming from the main street) but there are a lot of people walking there as it's the quickest way to the station. There's no obvious way to cross and no obvious way for cars to know that there might be pedestrians.." *(19 agreements, posted in Bruce Grove LTN area)*

Hotspots



Issues – Further Comments

The issue most highlighted in the open text comments by respondents was **speeding traffic**, with the largest geographical grouping of comments **around the junction of Langham Road with Belmont Road**. Groups of comments on speeding were also identified for **Carlingford Road (western end of street)**, **Higham Road (western end of street)**, **the junction of Avenue Road and Sperling Road**; and **Moorefield Road** on the eastern side of the project area. A closely linked issue and one frequently mentioned in the open text comments was the presence of **cut-through or short-cutting motor traffic**, for which comment locations were similarly grouped to those for speeding but with additional groupings for **Broadwater Road**, **Wimbourne Road at Chandos Road**, and for **the junction of Langham Road and West Green Road**.

"Wimborne Road is a key street for accessing the schools/children's centre in Broadwater Farm, and for accessing Lordship Rec, but there is a very dangerous crossing at the junction where Adams Road, Mt Pleasant Road and Wimborne Road intersect. The view up Mt Pleasant Road is often obstructed by parked vehicles, and cars often cut straight onto the pavement as they turn into Adams Road as there is no raised pavement."

"As a through road to the high street, Sperling Road has a high amount of traffic, including frequent usage by HGVs - this is noisy, unpleasant and a possible health risk to residents on the street and also to children attending the primary school"

Many respondents sought to further highlight the issues surrounding high traffic volumes, in particular **increases in air pollution** and **conflict between drivers on minor roads,** which contribute to a poor walking and living environment.

"Clonmell road would be improved dramatically by making it a one way street. When there is gridlock in the bottom section of the road I have witnessed aggression, violence and a lot of beeping. It makes no sense that Clonmell is not one way. The volume of traffic, which is largely non-resident traffic, has increased significantly in recent years, and is now particularly ugly and unmanageable in peak evening hours."

"The excessive traffic and rat-running is the single worst element of living on Langham Road. It creates a sense of noisy, busy, fume-laden depression and allows drivers to feel entitled and aggressive"

The dominant theme of speeding traffic was associated with comments expressing **concerns around danger when walking or wheeling** in the area. Comments were grouped in similar locations to those around speeding with marked comment groupings around **the entrance to Lordship Recreation Ground on Higham Road,** the stretch of **Belmont Road adjacent to Downhills Park** as well as **junction of The Avenue and Sperling road** which has been a hot spot for many of the recorded themes in the survey. We also noted a cluster of comments around **the junction of Carlingford Road and Crescent Road**.

"Cars often do not slow down stop or indicate before turning which makes it very difficult as a pedestrian to feel safe crossing the road. It's not helped by the poor pavement quality and lack of drop kerbs which make crossing even more challenging for those with mobility issues or using wheelchairs or buggies."

Part III: Improvements Suggested

Reduce Traffic Volume

Total comments on reducing traffic volume: 308 (+ 1709 agreements)

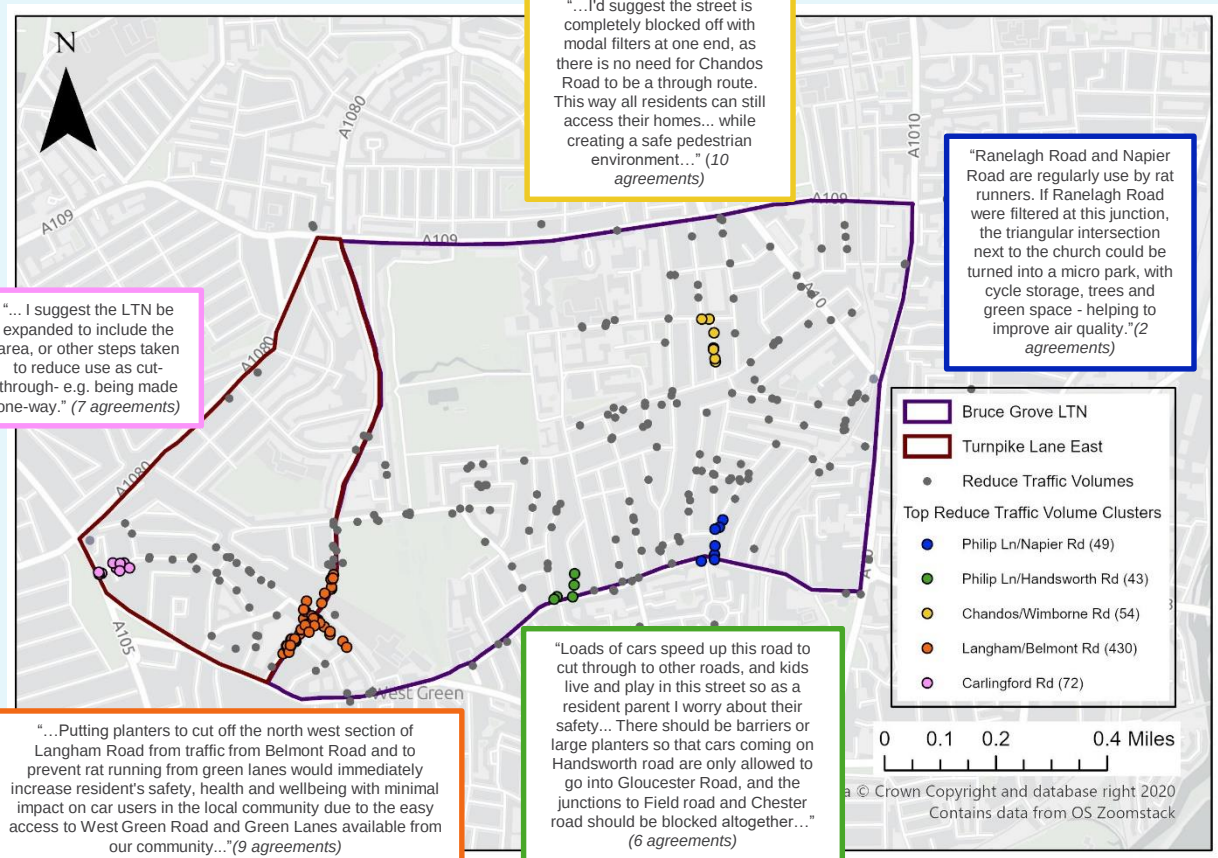
% of comments & agreements on reducing traffic volume: 48%

Largest commented cluster: Langham/Belmont Rd Junction

Highly agreed with comment:

"This is a horrible rat run. Crammed with speeding drivers avoiding the traffic signals on Bruce Grove / High Rd junction. Close it to through traffic. This would be of great benefit to businesses like San Marco who would benefit from the increased footfall from having a more pleasant outside space. " *(21 agreements, posted within Bruce Grove LTN area)*

Hotspots



"…I'd suggest the street is completely blocked off with modal filters at one end, as there is no need for Chandos Road to be a through route. This way all residents can still access their homes... while creating a safe pedestrian environment…" *(10 agreements)*

"Ranelagh Road and Napier Road are regularly use by rat runners. If Ranelagh Road were filtered at this junction, the triangular intersection next to the church could be turned into a micro park, with cycle storage, trees and green space - helping to improve air quality."*(2 agreements)*

"... I suggest the LTN be expanded to include the area, or other steps taken to reduce use as cut-through- e.g. being made one-way." *(7 agreements)*

"Loads of cars speed up this road to cut through to other roads, and kids live and play in this street so as a resident parent I worry about their safety... There should be barriers or large planters so that cars coming on Handsworth road are only allowed to go into Gloucester Road, and the junctions to Field road and Chester road should be blocked altogether…" *(6 agreements)*

"…Putting planters to cut off the north west section of Langham Road from traffic from Belmont Road and to prevent rat running from green lanes would immediately increase resident's safety, health and wellbeing with minimal impact on car users in the local community due to the easy access to West Green Road and Green Lanes available from our community..."*(9 agreements)*

Reduce Traffic Speeds

Total comments on measures to reduce traffic speeds: 288 (+ 1522 agreements)

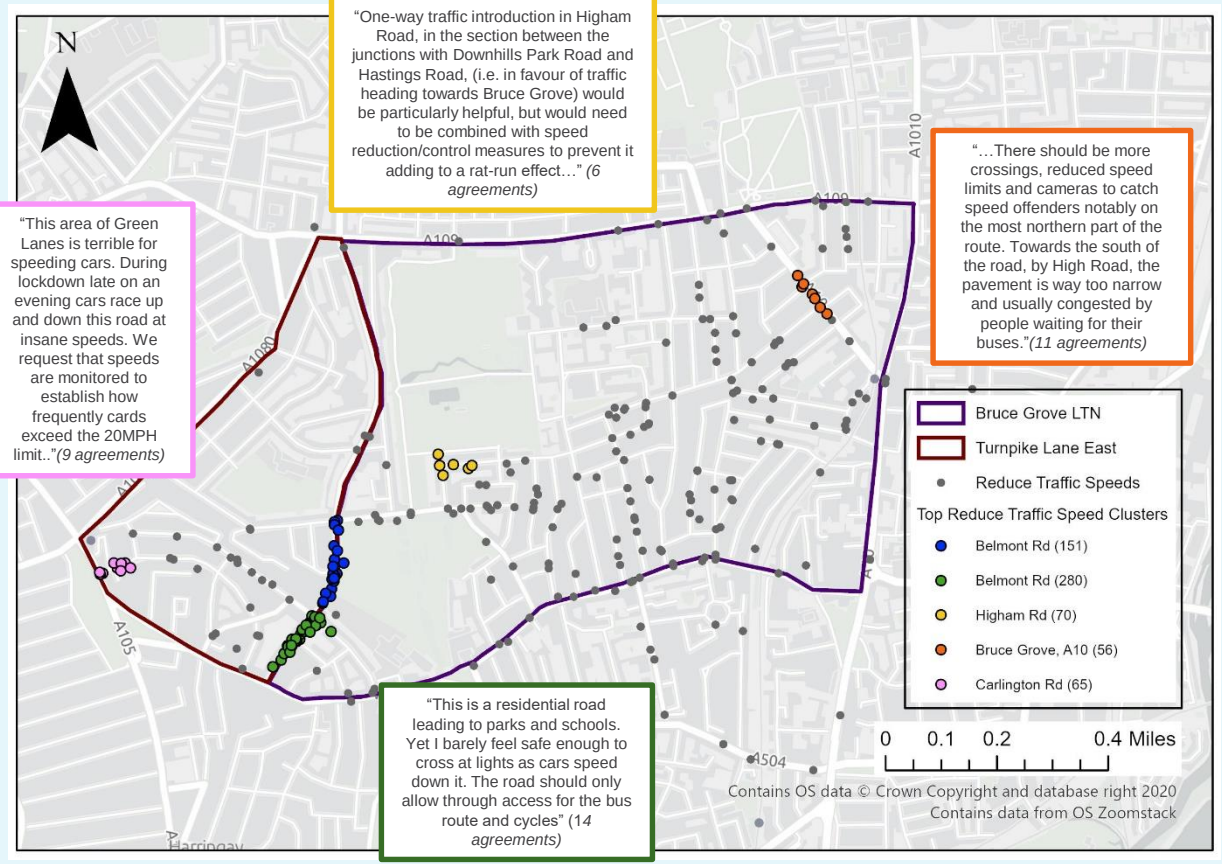
% of comments & agreements on measures to reduce traffic speeds: 43%

Largest commented cluster: Belmont Rd

Highly agreed with comment:

"So difficult to cross here with kids as cars come quickly down Langham Road and turn quickly from West Green Road into Langham Road. The level surface between the road and pavement makes it difficult for young kids to see clearly where the pavement ends and if they overshoot it is into a very dangerous road. It's a crossing used by a lot of kids on the way to West Green Primary." *(20 agreements, posted within Bruce Grove LTN area)*

Hotspots



Increase Enforcement of Traffic & Speeding

Total comments on increase traffic and speeding enforcement: 237 (+ 1357 agreements)

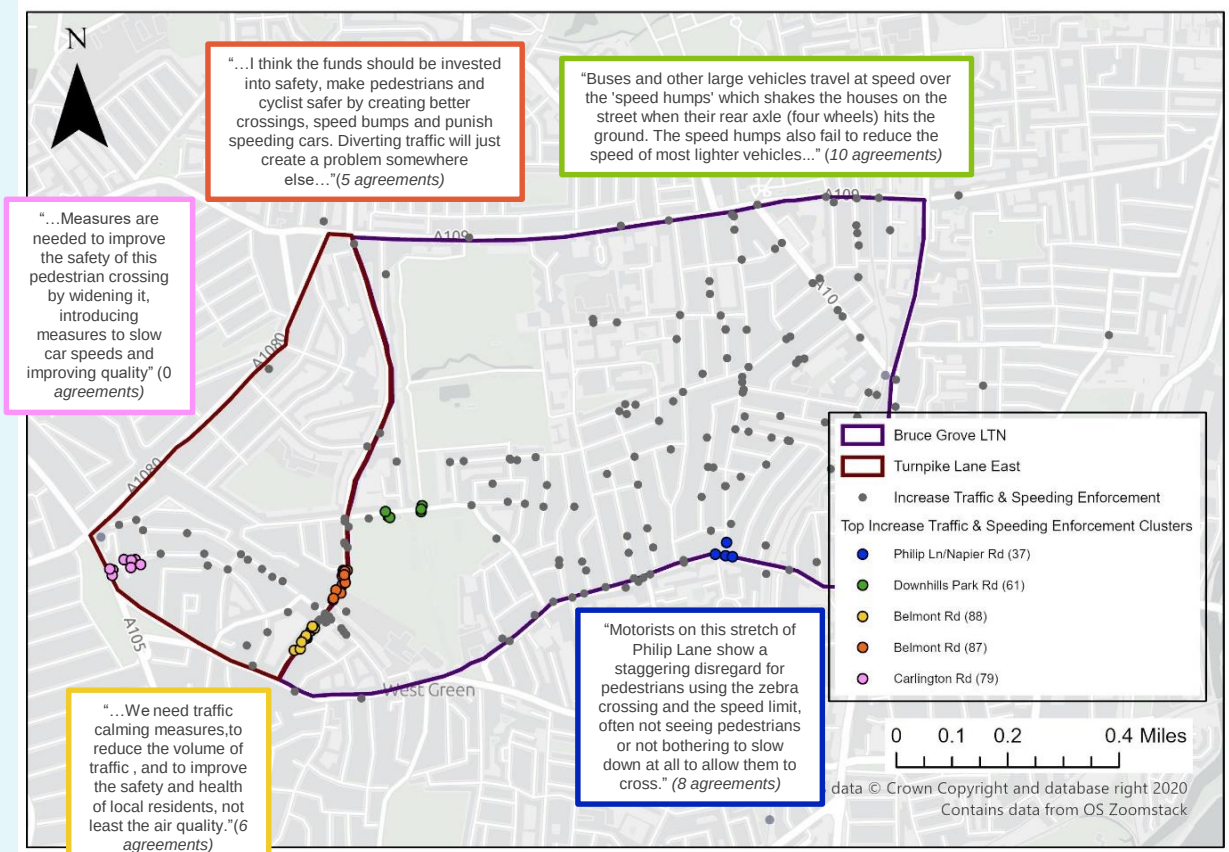
% of comments & agreements on increase traffic and speeding enforcement: 38%

Largest commented cluster: Belmont Road

Highly agreed with comment:

"The corner with Belmont Road is extremely dangerous - there have been a number of accidents in the time I have lived here, cars have crashed into the traffic island, and are very frequently dangerous 'near misses' with other cars, cyclists and pedestrians (including in the past with school children). The corner with West Green Road is also very dangerous, with frequent speeding and again regular near collisions. It definitely requires serious action, and I really welcome the introduction of the LTN, as do other neighbours I have spoken with. I would ideally remove all through traffic (as with Linden Road). Failing that, I would ban left turns from Belmont Road onto Langham Road and/ or make it one way, and I would enforce strict speed restrictions. I would enforce this with CCTV.." *(17 agreements, posted within Bruce Grove LTN area)*

Hotspots



More Cycling Infrastructure



Total comments on more cycle infrastructure: 228 (+ 1182 agreements)

% of comments & agreements on more cycle infrastructure: 33%

Largest commented cluster: The Ave/Marden Road

Highly agreed with comment:

"There needs to be an improved cycle crossing between Downhills Park and Clinton Road. Lordship and Downhills are both popular parks to cycle in however upon leaving Downhills park it is hard for cyclists to continue south into Clinton Road across the busy road.
To improve things a Parallel cycle crossing could be made here." *(15 agreements, posted in Bruce Grove LTN area)*



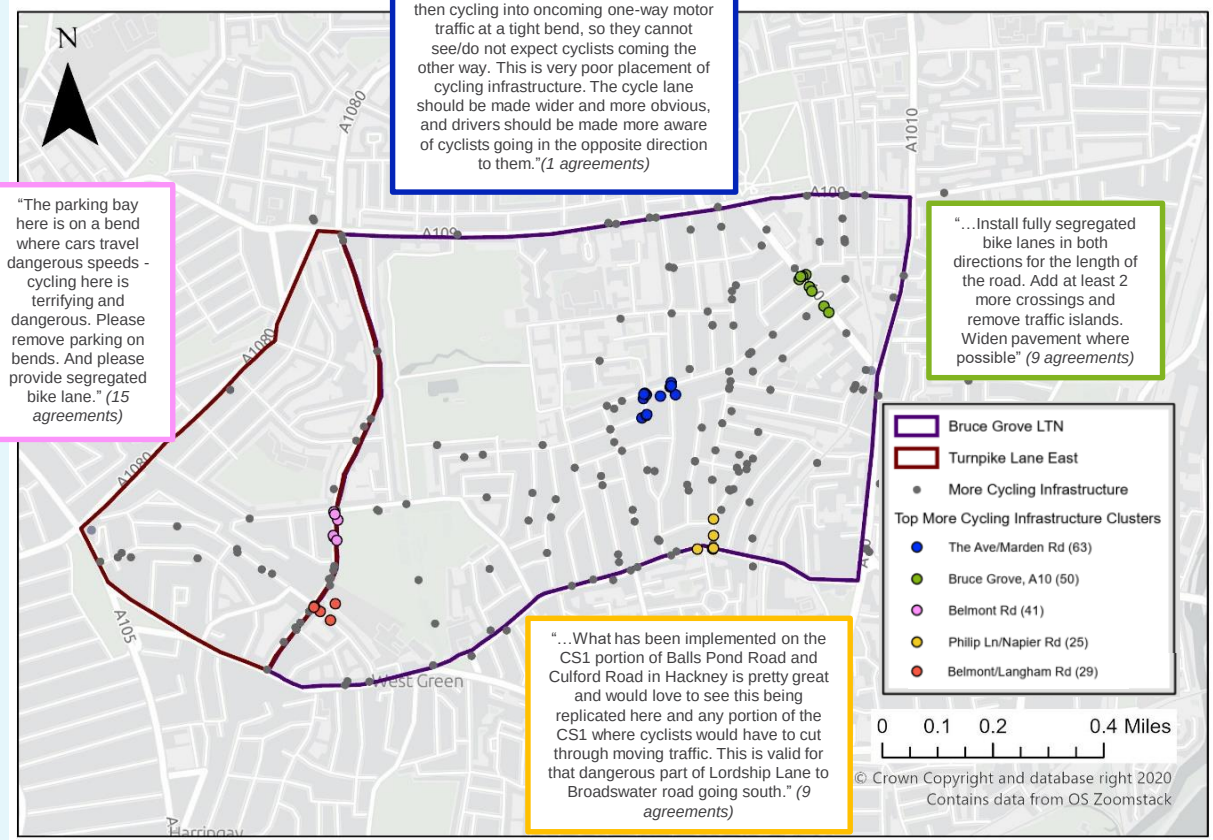
Hotspots

"Cycle lane ends abruptly and you are then cycling into oncoming one-way motor traffic at a tight bend, so they cannot see/do not expect cyclists coming the other way. This is very poor placement of cycling infrastructure. The cycle lane should be made wider and more obvious, and drivers should be made more aware of cyclists going in the opposite direction to them."*(1 agreements)*

"The parking bay here is on a bend where cars travel dangerous speeds - cycling here is terrifying and dangerous. Please remove parking on bends. And please provide segregated bike lane." *(15 agreements)*

"…Install fully segregated bike lanes in both directions for the length of the road. Add at least 2 more crossings and remove traffic islands. Widen pavement where possible" *(9 agreements)*

"…What has been implemented on the CS1 portion of Balls Pond Road and Culford Road in Hackney is pretty great and would love to see this being replicated here and any portion of the CS1 where cyclists would have to cut through moving traffic. This is valid for that dangerous part of Lordship Lane to Broadswater road going south." *(9 agreements)*



Improve Safety of Crossings & Junctions

Total comments on improve safety of crossings & junctions: 198 (+ 1102 agreements)

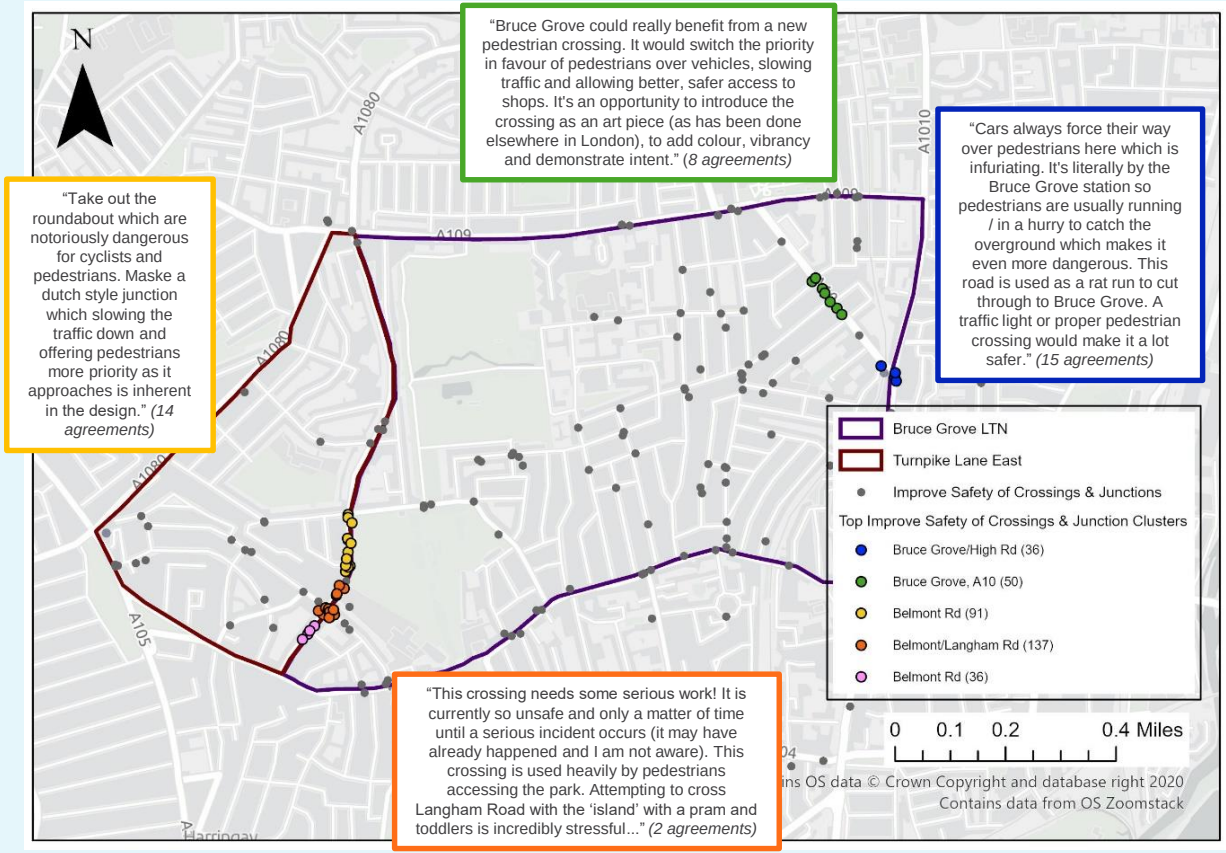
% of comments & agreements on improve safety of crossings & junctions: 31%

Largest commented cluster: Belmont/Langham Rd Junction

Highly agreed with comment:

"So difficult to cross here with kids as cars come quickly down Langham Road and turn quickly from West Green Road into Langham Road. The level surface between the road and pavement makes it difficult for young kids to see clearly where the pavement ends and if they overshoot it is into a very dangerous road. It's a crossing used by a lot of kids on the way to West Green Primary." *(20 agreements, posted in Bruce Grove LTN area)*

Hotspots



Suggestions – Further Comments

A number of respondents used the open text comments to make suggestions on what changes they would like to see in the area. The most common suggestions were with regards to **introducing additional traffic management measures** such as speed humps, speed enforcement, one-way streets and banned-movements. A high number of these suggestions were clustered along **Belmont Road by Downhills Park** and close to **Langham Road** as well as on **Bruce Grove (A10).** It should be noted that significant number of suggestions were clustered on minor roads in particular **Downhills Park Road, Clonmel Road, Chandos Road** and **southern end of Napier Road.**

"Clonmell road is one of the only small residential streets in the area which is TWO WAY. This results in nightly standoffs between grown ups who either don't know how to reverse or simply refuse to back down in an argument. This has resulted in Ambulances being stuck for 10 minutes on a few occasions police being called to physical altercations when people get out of their cars to confront each other (late last year) and other such anti-social behaviour."

Many respondents called for measures to **eliminate through traffic** or to **convert streets to access-only** in some cases suggesting **camera-controlled bus-gates, planters** or **bollards**. Most suggestions were at specific locations, with some respondents suggesting **timed closures,** particularly on **Winton Avenue/Blake Road**.

"Ranelagh Road is being used as a short cut between major roads and the level of noise, traffic and air pollution is distubring. This is meant to be a quite area and most of the residents on the street do not use cars and yet have to suffer the impatience of drivers."

"This is a horrible rat run. Crammed with speeding drivers avoiding the traffic signals on Bruce Grove / High Rd junction. Close it to through traffic. This would be of great benefit to businesses like San Marco who would benefit from the increased footfall from having a more pleasant outside space."

Respondents also frequently identified specific locations where they would like to see **improved cycle and/or pedestrian infrastructure**, suggesting interventions such as protected cycleways, improved signage and safer crossings. There were also a number of respondents who called for traffic reduction on minor roads through the introduction of **camera or physical 'filters'** to reduce short-cutting traffic on minor roads.

"Higham road sees a lot of speeding traffic. The whole road should be a 20mph zone with better traffic calming measures in place. The speed bumps in place are too low and have no affect. There should also be a safe crossing to get into lordship rec. the speeding is so bad here I'd even suggest installing a speed camera."

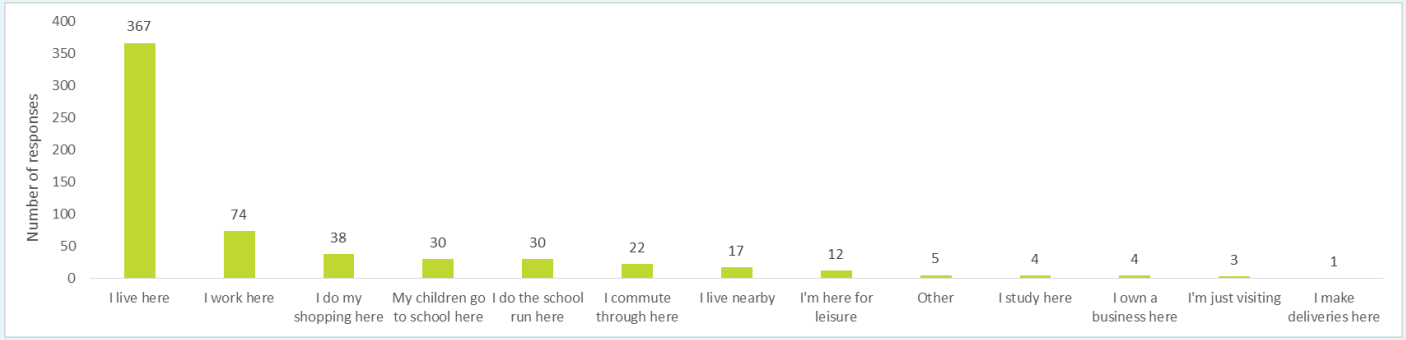
"There are currently some painted on cycle lanes on Bruce Grove.It would be good if they also had some kind of physical separation as well, such as the occasional wand to make them a bit more safe and increase usage."

"I believe this road should be pedestrianised as it's a cut through for people that want to avoid queuing at the lights on the high road. The volume of traffic is very high and people speed around the corner coming in to Moorefield Road making it unsafe."

Part IV: Respondent Info

Demographic Data

Connection to the Area

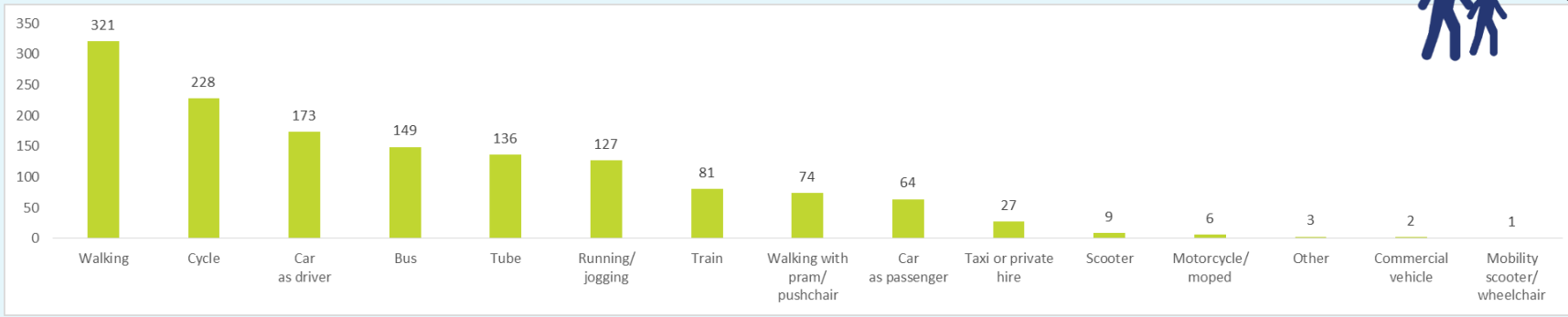


71% of respondents* are local residents

* Of the 515 confirmed respondents

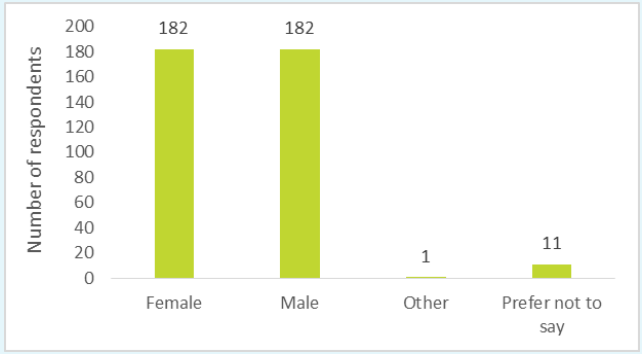
Transport Modes

Walking was the most commonly selected primary transport mode

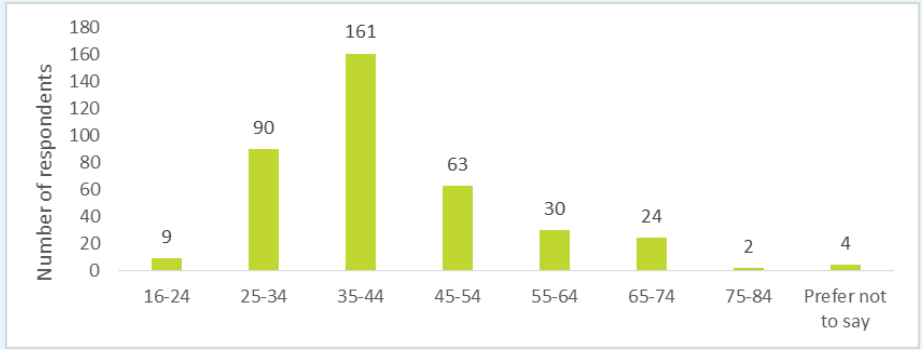


Demographic Data

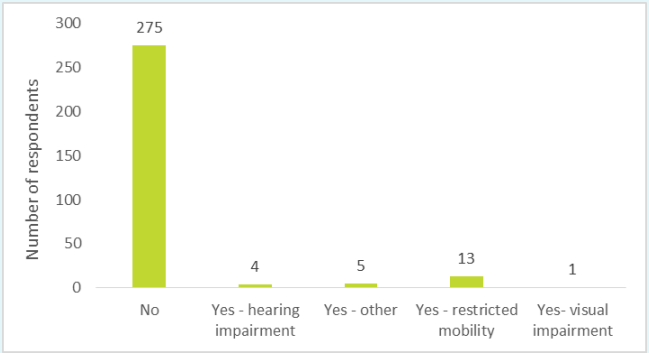
Gender



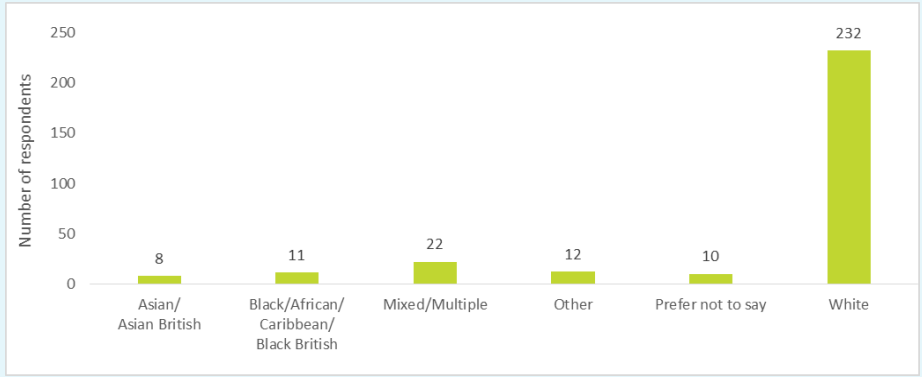
Age



Disability



Ethnicity



Appendix

Appendix : Methodology

Analysis of the survey was undertaken by the Sustrans Research and Monitoring Unit (RMU) using the data obtained from the Commonplace platform on 9th March 2021.

Participants on the Commonplace platform were invited to drop pins on a map of the Bruce Grove LTN area. Upon dropping pins, respondents were asked the following:
- Where have you placed your pin? *(Open-text response)*
- What issue(s) have you identified at this location? *(Multiple choice – with an open-text "other" option)*
- How could we make it better? (*Multiple choice – with an open-text "other" option*)
- Do you have any other comments or issues that you would want it to bring to our attention? *(Open-text response)*

This analysis covers all multiple choice answers, and open text answers within the Bruce Grove LTN and surrounding area.

Accounting for agreements

On the Commonplace platform participants are given the option of "agreeing" with comments, rather than repeating comments themselves. When ordering multiple choice issues and improvements, and throughout the cluster analysis, the number of agreements on each comment was also taken into account. For example, an issue raised in a comment with three 'agreements' would be counted four times. As some people may put different value on a comment compared with an agreement, our analysis allowed the number of comments and agreements to be seen as a total and as individual parts.

It is important to note that the number of agreements on each comment were not weighted based on when they were posted. While comments posted earlier were more likely to receive a greater number of agreements, it was decided that weighting comments risked over or under-valuing later posted comments, depending on the weighting method.

Cluster Analysis

To identify hotspots of comments, a density based cluster analysis was performed on ArcGISPro. The clustering method used was multi-scale (OPTICS), the minimum features per clusters was set to 1% of **comments & agreements** within a search distance of 50m. The optimum cluster sensitivity was used. After the cluster analysis, hotspots were identified as the 5 largest clusters (most comments & agreements). Some themes (such as “Traffic Volume” and “Traffic Congestion”) produced very similar clusters, and have therefore been combined.

Anonymous & Unverified comments

Of the 853 comments, 35 were from anonymous or pending respondents. These were respondents who contributed to the survey but failed to provide an email address, or failed to verify their comments. These comments were removed from the analysis.

Respondents Leaving Multiple Posts

In order to prevent respondents from placing multiple comments and manipulating the data, the responses of respondents leaving 1% or more of the total comments (8 or more comments) were explored. The responses were checked for clustered locations or duplicated comments. Out of the 8 respondents that posted over 1% of comments, 2 were found to have posted duplicate/similar responses in the same area. Overall 16 comments out of 32 from the 2 respondents were removed, to avoid them manipulating the cluster analysis.

Respondent quotations

Quotations for “Highly agreed with comment” were selected based on the having the highest number of agreements a comment had received, tagged with a relevant theme (regardless of location) but which had not been quoted previously within the report. If the comment was too long, the text most relevant to the theme was selected. All other quotations, including those on issues and solutions maps, were selected based on their location, a relevant theme (i.e. issue or solution) and deemed to be representative of the theme raised. In addition, comments with more agreements were prioritised. All comments are copied verbatim with original errors unedited. However, some comments have been shortened to remove text less relevant to the issue/solution they illustrate. All comments are available to view in full on the Commonplace map.

Demographic analysis

Anonymous and pending respondents were not included in the demographic analysis, as it was not possible to ascertain whether anonymous responses were left by the same participant. While there were 767 respondents overall, 36 pending respondents and 82 anonymous respondents were removed, leaving 649 confirmed respondents.

Ethnicity and “ability to move around” responses

Responses to ethnicity and ‘ability to move around’ questions were not provided in the original data download from the Commonplace web page. The total number of responses to each of these multiple choice selections were retrieved separately to the rest of the respondent data.

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QUESTIONS FROM BRUCE GROVE LTN PUBLIC MEETING ON
4 MARCH 2021

Haringey Council's written responses to participants' questions

General questions about the LTN

1. Can you explain how we have access to our homes without resident exemptions?

Every home in a LTN can be accessed by car. LTNs always allow local motor vehicle access. Local residents and businesses can still use cars, as well as receive visitors and deliveries, but non local traffic cannot drive directly through the area.

2. Access to my home currently is limited because of one-ways etc. So if there were restrictions that may mean only one route available

When we design the LTN, we will take one-ways into account to ensure all addresses are still fully accessible. While car journeys within the area may be less convenient, we expect to see an overall reduction in traffic, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling.

3. How will things improve for pedestrians? Dumping deters walking and condition of pavements is a barrier.

LTNs are areas which experience quieter roads which feel safer for pedestrian and benefit from better air quality. They also enable people to walk, play and meet in a healthier and more inviting environment. Studies have shown that streets with quieter traffic flows have positive social interactions within the community and a better sense of community cohesion.

4. Will you look at reversing one way streets to two way?

There are no designs at this stage, but we will need to look at how traffic moves around the whole area when we produce designs, as well as the feedback gathered from the community.

5. It would actually add to pollution by making people having to do extra miles to go around the system.

LTNs do not create additional traffic by shifting it from one place to another. Instead, we expect to see an overall reduction in the numbers of motor vehicles on roads, including boundary roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling. This in turn would lead to a reduction in air pollution.

Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest[1] found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole area.

Recent data from Railton LTN in Lambeth[2] has shown a decrease in traffic both within the LTN and on surrounding roads.

6. **Can we get any visibility of the plans before they're implemented please?**

This is the first step in the process of engagement on the LTN. There will be further opportunities to engage on the designs before implementation. This will be a chance for you to give your views on proposed designs.

It is very important that the LTN is supported by the community and that we hear from those living and working in and near the area before any decision is made on the implementation of the LTN.

7. **Will there be a commitment to tree planting/pocket parks/planting alongside implementing road closures? It would be so great to see more of this and even better if communities could be involved in choosing/helping to plant/ upkeep of these areas.**

As the programme progresses, we will also look into delivering other complementary improvements within the LTN including tree planting and new pedestrian crossings.

8. **Resident exemptions are necessary, otherwise they will pick up the slack by driving more to reach their homes.**

It's important to note that all addresses will still be accessible for cars in the LTN area. Car journeys within the area will be less convenient.

Implementing a 'white list' system, where residents access through the restrictions points is an option we have considered, but we also want to encourage more cycling and walking among residents in the Bounds Green area. If it is easier to drive, rather than bike or walk short trips, many residents are unlikely to change their travel habits, and will continue to drive.

Administration for a 'white list' system can also be extremely complex and on balance, would not achieve the Council's policies set out in the 2018 adopted Transport Strategy[3] and the draft 2021 Walking and Cycling Action Plan[4].

9. **When is the earliest that things will start?**

Implementation has been slightly delayed due to the pre election period leading up to the Mayor of London and London Assembly elections in May, during which we are not allowed to carry out

[1] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[2] https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report
[3] https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy)
[4] https://www.haringey.gov.uk/draftwcp

any consultation or engagement. The engagement will commence again after the election results with the aspiration to implement a community supported LTN in Autumn 2021.

10. **Will the LTNs prevent mopeds cutting through pedestrian alleyways?**

LTNs filter roads, not pedestrian alleyways, but we can consider this as part of wider walking and cycling schemes.

11. **What options are there for security and crime prevention for pedestrians and cyclists? Our current situation is not sufficient?**

According to available data, LTNs have actually contributed to a decrease in crime. The introduction of a low traffic neighbourhood in Waltham Forest, for example, was associated with a 18% decrease in street crime within the LTN and 10% across the borough. And this effect increased with a longer duration since implementation. (Using police data, 2012-2019.[5])

12. **Can you confirm the actual total budget for BG LTN surely it isn't just £325k**

We have been awarded £325,000 from TfL's Streetspace fund. We have so far received £65,000 for engagement and design work.

13. **It would be great to hear about what steps can be taken at the periphery of the LTN to extend its benefits. A simple step at the boundary of the LTN that would extend it into another neighbourhood.**

We will consider the feedback from the community on proposed LTN, and that will inform our design process and the exact boundary of the LTN. We will also consider complementary measures for areas adjacent to the LTN.

<u>Emergency services</u>

14. **Is there any way to find out what the needs of the fire station in St Loys road are?**

The emergency services are key stakeholders. The ambulance services, police and fire brigade have been engaged early on in the engagement process, and we will continue to work with them to ensure their access needs are not impacted and where possible improved.

We will speak to the Fire Brigade at this facility to understand their needs.

<u>Specific roads</u>

15. **The junction of Belmont Road and Langham Road has a lot of rat running turning onto Langham Road east and west of Belmont Road. The east side will be in the LTN and will hopefully have a modal filter placed on it to stop rat running in this direction. As this will likely lead to more rat running onto the west side of Langham Road outside of the LTN,**

[5] https://osf.io/preprints/socarxiv/ftm8d/

could the council consider placing a modal filter on the west side of Langham Road/Belmont Road junction to prevent this?

We will consider the feedback from the community provided in the early engagement exercise and prepare designs which address the issues raised, including on adjacent roads. We will consider this proposal as part of this process.

16. I am a resident of Belmont Road. An already car-ridden street. Please can I have some information as to why our residential street wasn't included in this proposal, and what measures are there in place to ensure our air quality, and environment won't be made worse? / The western 'line of severance' for this LTN is Belmont road- does this mean this is considered a 'main' road? Is there any way of extending this to Westbury ave to include a bigger area in the LTN? Belmont residents feel ignored.

We will consider the feedback from the community provided in the early engagement exercise and prepare designs which address the issues raised, including on adjacent roads. We will consider this proposal as part of this process and extend the boundary of the LTN to Westbury Avenue.

17. Lordship Lane is a horrible rat run, from the high road in the East up to the roundabout near Bruce Castle Park. However it is also a main road that will likely be used as such after the LTN implementation. How can we ensure that traffic is calmed here and that pedestrians/cyclists feel safe here?

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including improving east/west cycling routes and for Lordship Lane[6].

We will consider the feedback from the community provided in the early engagement exercise on the LTN and prepare designs which address the issues raised, including on adjacent roads such as Lordship Lane.

18. One of the issues with Belmont is Downhills Way encourages fast speeds so when that traffic gets to Belmont it's going too fast. Could there be traffic calming measures further up?

We will consider the feedback from the community provided in the early engagement exercise on the LTN and prepare designs which address the issues raised, including on adjacent roads. Traffic calming measures will be part of this.

<u>Parking</u>

19. Is there any plan to look at parking policies as part of these changes?

We will consider parking changes in this LTN alongside the design work based on the community feedback to the early engagement.

[6] Prior to the consultation launch, you can view the draft Plan here: https://www.haringey.gov.uk/draftwcp

20. **Would be wonderful to get rid of a lot of the pavement parking, it can make it difficult to walk on the pavement even.**

Yes, the council is proposing to remove pavement parking across the whole borough. We will also consider this proposal alongside the design work on the LTN.

What is the cost of car parking for the borough? This has to be put in the balance when looking at the cost of bike hangers.

Engagement

21. **Where can we see the recorded video of the public meeting?**

The video cannot be shared with the public and this was outlined at the start of the meeting, but we are providing these notes to reflect the comments at the meeting.

22. **This "consultation" by its nature excludes people who cannot express themselves in writing and don't have access to MS Teams. This means the most deprived people cannot take part.**

We recognise not everyone has internet access or good broadband speeds. To ensure everyone can participate from the early stage in the process, we mailed out an invitation letter to all addresses in the Bruce Grove and West Green areas to encourage the community to participate in the engagement for the LTN. The community can get involved by email or our online interactive engagement heat map, and those without internet access can write a letter or leave a voice message on our dedicated answer machine.

We are proposing to carry out two EqIAs, one on the engagement work and the other on the scheme design. The community will also be encouraged to provide their feedback on, and help shape, the EqIAs.

23. **What was the take up on the map and comments? What would be considered a good response to roll this project forward fairly as a %**

It is very important that the LTN is supported by the community and that we hear from those living and working in and near the area before any decision is made on the implementation of the LTN. The engagement is still in its early stages and will continue until the summer, so we are hoping to reach many more people still before deciding on whether and how the LTN will be implemented.

We are not looking at the engagement in percentage terms. We need to weigh up all the views expressed against the wider need to tackle problems of air pollution, community inactivity, enable more sustainable travel and overcome the impacts of Covid 19.

24. **Can you ensure us this plan won't go ahead without majority agreement?**

Community support for the LTN is very important and will be a determining factor. However, any opposition will need to be weighed against the wider need to tackle problems of air pollution, community inactivity, enable more sustainable travel and overcome the impacts of Covid 19.

25. **Is it possible to do door to door once the rules relax to engage others like the elderly who may need to use cars?**

We will not be able to go door to door given the current pandemic restrictions. However, we will provide different ways for elderly people to be involved if they don't have internet. So far, they have been able to call us and write their feedback and send it in the post.

26. How are we consulting people from Black, Asian and minority ethnic (BAME) communities? I cannot see many here.

We are planning to consult different groups, including BAME communities. Throughout the engagement we will seek their expertise to shape the two Equality Impact Assessments (1 about the engagement and 1 about the design) that we are working on. Examples of other consulted groups are listed below:

- *Disability access groups*
- *Schools and young people*
- *Ethnic minorities*
- *Carers and other essential workers*
- *Emergency services*

27. How genuine is the claimed openness when you mute chat and disable raise hands?

Attendance was higher than anticipated so we decided to take questions and comments only via the chat function to ensure everyone gets to feedback.

Traffic

28. Are there any long term plans to divert through traffic away from A10 (Tottenham High Road and Bruce Grove) towards more industrial area of Tottenham Hale and Watermead Way?

No.

29. I can only see a LTN around Bruce Grove pushing traffic along the A10 and making that a worse polluted area. We're a major thoroughfare in/out of London.

LTNs do not simply shift traffic from one place to another. Instead, we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling.

Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest[7] found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole area.

Recent data from Railton LTN in Lambeth[8] has shown a decrease in traffic both within the LTN and on surrounding roads.

In the short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.

[7] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[8] https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report

30. **Is there any plan to use proper speed bumps instead of 'speed cushions' which don't slow larger or smaller traffic and have a minimal effect on medium sized vehicles?**

We will consider the feedback from the community provided in the early engagement exercise on the LTN and prepare designs which address the issues raised, including on adjacent roads. This process will include a review of complementary measures including measures to calm traffic.

Comments and suggestions beyond the LTN

31. **Are there plans to improve cycling and walking infrastructure along the boundaries of the LTNs, too? On cycle links from the LTN, what plans are there for a link to Tottenham Hale?**

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey[9].

32. **Are you reconsidering the design of the 'Cycle Super Highway' that runs through Bruce Grove?**

We do not have any designs at this early stage but all options are on the table for the LTN including reviewing and improving CS1. We were awarded funding from TfL under their Streetspaces funding to improve CS1. The section of CS1 through the Bruce Grove LTN area now forms part of the LTN project.

Monitoring

33. **What metrics will the LTN be measured on? Will there be benchmark traffic counts prior to the implementation? Will this include roads which are outside of the LTN but may be impacted (e.g. the ones in Duckett's Green)**

We will be extensively monitoring traffic counts and air quality both in and around the Bruce Grove LTN area. We will be publishing a monitoring plan shortly. The monitoring results will be available on our website.

34. **Do we know the precise percentage of vehicle journeys in Haringey/Tottenham are by non-residents (ie people cutting through our borough)? Would it be useful to know?**

We don't have specific figures for non-local through traffic in the whole borough at the moment. But we know that roads such as the A10 and A105 are used by significant volumes of non local traffic. The Council will be carrying out a Transport Impact Assessment on the LTN which will look at through traffic volumes.

[9] Prior to the consultation launch, you can view the draft Plan here: https://www.haringey.gov.uk/draftwcp

35. Have there been any air quality assessments done so far?

Not yet, but these will take place in the near future as part of our monitoring of the scheme going forwards.

Further remarks

We are taking the following remarks and comments into account, along with the rest of feedback gathered so far through different methods (commonplace, emails, phone conversations, letters and meetings).

- *Not all elderly and disabled need to drive (though some do — they're not a uniform group)! Good cycling infrastructure would allow them to cycle as well, including on adapted bikes.*
- *Less than half of Haringey residents own a car.*
- *Morrison avenue has shallow foundations and our houses shake when large HGV's come through*
- *Another Langham Rd resident. Unsafe, noisy, polluted - generally depressing.*
- *I am a driver and so understand why people use the many cut throughs to save time but am totally behind these LTNs. I would be really pleased to have safer, quieter, residential streets to be able to cycle on. I live on Stanmore Road, just off the terrible junction at Belmont/Langham road and we currently experience terrible rat-running.*
- *Agree about need to ensure the boundaries of the LTN are addressed as well*
- *Understand people's concerns about less convenient driving routes but we need to look at our neighbourhood's safety record*
- *I don't think resident exemptions are a good idea.*
- *If the filters are only camera controlled with residents exemptions, enforcement will be more complicated and expensive*
- *Residents need statistics which are to do with their roads to get bigger engagement*
- *Just to say, I thought the commonplace map was a great and simple way of engaging*
- *The CS1 which comes off Philip lane to Napier road is an accident waiting to happen*
- *Philip lane main rd cycle lane is unsightly and dirty*
- *Langham is a horrible rat-run both ways off Belmont*
- *We really need more cycle hoop bike sheds in n17*
- *Consider looking at parked cars underneath the bridge on Lordship Lane*
- *We need to make our streets in our neighbourhood safer - for pedestrians, cyclists and for air quality*
- *I feel that the consultation has not been very well advertised.*
- *Please limit the amount of street furniture implementation. As a driver its difficult to read and understand all the info signs when concentrating on the road*
- *Agree that more cycle hangers are needed*
- *Welcome cycling infrastructure in the borough*
- *Morrison avenue would love to plant into planters - lets do it!*
- *I'd definitely be up for looking after planters on Langham Road - sounds great*
- *All these measures would help bring back neighbourhood watch*
- *I hope the new BG cpz signs will b sized more like those in Islington i.e small*
- *There is a real problem in our area with mopeds using footpaths*
- *I live on Morrison avenue and we are one of the smallest residential roads but are the biggest rat run and take the Philip Lane traffic due to the traffic build up from the high road/ bus garage.*

- *Allowing motorbikes through a model filter would surely defeat the point*
- *Cars and anti-social behaviour came up a lot on eg Eve Road and Belton rd*
- *Anti social behaviour of 'cars' - car drivers frequently dump fast food containers, bottles...*
- *The Belton Road Cycle hanger is very inappropriately placed. Makes cycling there scary*
- *We are a traffic heavy borough and need to be made look beautiful*
- *Two modal filters at that Belmont/Langham junction would make it much safer*
- *Langham Rd is unsafe, the air and noise quality from the rat-running at all hours*

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Haringey Streets for People

Tell us what you think
BruceGroveLTN@
haringey.gov.uk

Public Consultation for Bruce Grove West Green Low Traffic Neighbourhood



Haringey LONDON

INTRODUCTION

Dear residents and businesses,

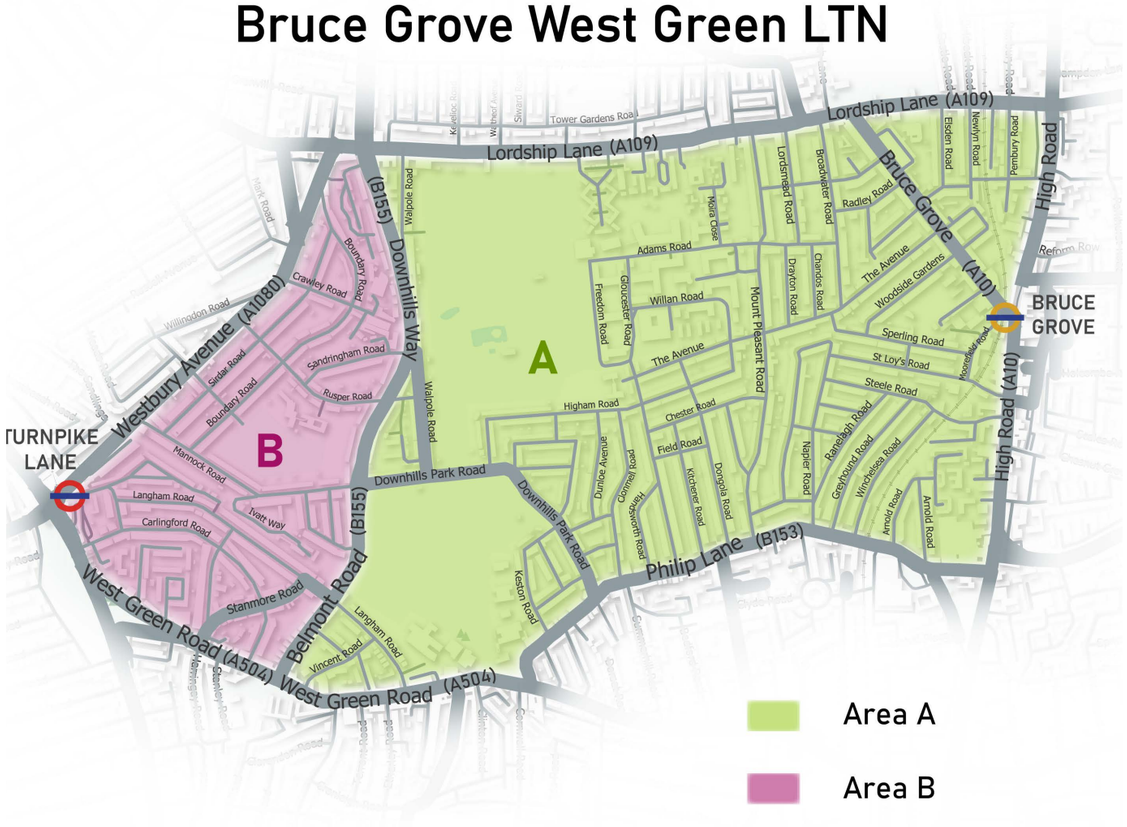
We are writing to ask for your views on the Council's proposals to deliver changes that will improve air quality, reduce traffic levels, enable safer walking and cycling in the Bruce Grove West Green LTN area.

As we emerge from the Covid 19 pandemic, how we move around the borough has never been more important. The Council declared a climate change emergency in 2018 which places tackling climate change at the heart of all its decisions.

The pandemic has shown us that more people are choosing to walk or cycle and spend time in their local areas and we want to support our communities to make healthier local journeys and create cleaner, safer streets for all to enjoy.

The Council is embarking on an ambitious programme to increase rates of walking and cycling in the borough and to improve air quality through reducing through traffic in residential areas and encouraging shorter local journeys to be taken by more sustainable modes. The wider programme is set out in the Council's Draft Walking and Cycling Action Plan which will be launched for public consultation this autumn 2021.

Bruce Grove West Green LTN



WHAT ARE LOW TRAFFIC NEIGHBOURHOODS?

Following engagement with local residents, stakeholders and schools we are proposing to introduce a trial Low Traffic Neighbourhood (LTN) in Bruce Grove West Green. Subject to your feedback to the consultation, the Bruce Grove West Green LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum of 18 months.

A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This eliminates non-local through traffic in the area. Removing non-local through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather. Access to all addresses for motor vehicles is maintained, but residents and visitors may have to drive further, or use a different road to access their address.

A Low Traffic Neighbourhood is created by introducing modal filters at strategic points in the neighbourhood. We are planning to complement this by introducing school streets, additional crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?

Areas of Bruce Grove West Green suffer from high levels of (rat running) through traffic. This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing time to support children to walk and cycle to school safely and improve air quality outside the school gates.

We are proposing that the restrictions operate during the following dates and times:

- **Monday to Friday,** term time only (not including bank holidays), between:
  - **8:30am and 9:30am**, and
  - **2:45pm and 3:45pm**

The following groups can apply for exemptions to the school street:

- Residents who live within the School Street (2 per address)
- Blue Badge (Disabled) holders who require access to the street
- Businesses within the School Street (2 per address)
- Pupils of the school that have a disability that prevents them from walking or cycling to school
- Medical practitioner attending someone with an address in the School Street
- School bus/vehicle (only the school may apply)

We are proposing to introduce these School Streets on a trial basis, to be reviewed after 12 months.

WHAT WE ARE PROPOSING

Modal Filters (trial)

These are points in the road that prevent motor vehicles from passing through, but allow walking, cycling and wheeling. Modal filters will either be physical or the road will be left open for emergency access and may be enforced by cameras

As we are proposing a trial scheme, I filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services.

Bus Gates

In some locations we are proposing to introduce a bus gate – a type of modal filter where only buses (and emergency service vehicles) can pass through

New Pedestrian Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood.

School Streets (trial)

We are proposing to introduce trial school streets at four schools within the Bruce Grove West Green LTN. These are timed road closures outside of schools, usually at drop off and pick up time only. Residents will still have access to their streets during these times.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bruce Grove West Green neighbourhood. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.











THESE CHANGES WILL

Enable all local people to walk, cycle, play and live healthier lives: In 2019, 77% of trips in the borough were by foot, cycle or public transport, only 23% were by car. Only 40% of Haringey households own a car!

Improve air quality outside the school gate

Reduce road danger

Make your streets quieter, healthier and cleaner

Stop non local through traffic in particular on Langham Road and Broadwater Road

Enable children to walk, wheel or cycle to school – reducing school run traffic while improving health, air quality and safety

Enable Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041

HOW THIS MAY IMPACT YOU

- **Walking** quieter, safer streets.
- **Disabled access** there are no proposals to allow vehicles displaying blue badges to drive through the filters but we want to hear from you if you feel you have a specific need that requires access.
- **Cycling and wheeling** quieter, safer streets.
- **Driving and parking** many journeys between the residential zones within the LTN will not be significantly affected, while others might be longer. Parking spaces will not be significantly affected.
- **Using public transport** walking routes to/from bus stops within the LTN will be quieter and safer, while taxis will be able to access all streets.
- **Emergency access** not affected, but a different route may be necessary.

High Level Transport Assessment

The pandemic has made it difficult to capture normal levels of traffic using the area and the future remains uncertain. This makes it difficult to predict what future levels of traffic on the main roads surrounding the LTN will be. Using very limited data available, we know that that by introducing the trial LTN, we will be stopping about 510 motor vehicles in the morning rush hour and 1710 in the evening rush hour from traveling through the LTN. If the trial is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant.

For more FAQs related to the Bruce Grove West Green LTN please visit:
www.haringey.gov.uk/low-traffic-neighbourhoods

WHAT WE HAVE DONE SO FAR

February and March 2021 - Engagement Stage 1 - Early Engagement: We invited local residents and businesses to take part in an online public survey, and join us for an online public meeting. Letters were sent to all addresses in the area and comments could be made by phone. We asked residents to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in Bruce Grove West Green neighbourhood. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the Bruce Grove West Green neighbourhood were:

- Traffic speeding
- Traffic volume
- Rat running traffic

The most common improvements suggested for the Bruce Grove West Green neighbourhood were:

- Reduce traffic volume
- Reduce traffic speeds
- Increase traffic and speeding enforcement

May 2021 - Engagement Stage 2 - Community Design Workshops: We ran a series of online public workshops and stakeholder meetings for the Bruce Grove West Green LTN. The public workshops were open to all residents in the project area, and were attended by over 120 people. Letters were sent to all addresses in the area

Attendees were able to comment on two design options for their area, and raise any potential issues or suggestions about the design. Based on their feedback, we have selected a design option to consult on.

We also launched a Disabled People and Carers Survey which we encourage responses to.

You can read more about the engagement at:

www.haringey.gov.uk/low-traffic-neighbourhoods

AREA A

(See map, page 7–8)

In Area A we are proposing to introduce 16 modal filters at the following locations:

- **1)** A physical modal filter on Linden Road (at the junction with Belmont Road)
- **2)** A emergency access only modal filter on Langham Road (southeast of the junction with Belmont Road)
- **3)** A bus gate on Downhills Park Road (between Walpole Road and Higham Road)
- **4)** A bus gate on Gloucester Road (between The Avenue and Higham Road)
- **5)** A diagonal emergency access only modal filter on Dongola Road (at the junction with Higham Road)
- **6)** A physical modal filter on Mount Pleasant Road (between Chester Road and The Avenue)
- **7)** A bus gate on The Avenue (between Chandos Road and Sperling Road)
- **8)** A bus gate on Broadwater Road (between The Avenue and Wimbourne Road)
- **9)** A bus gate on Radley Road (at the junction of Broadwater Road)
- **10)** A physical modal filter on Linley Road (at the junction of Bruce Grove)
- **11)** A physical modal filter on Pembury Road (at the junction with Tottenham High Road)
- **12)** An emergency access only modal filter on Moorefield Road (at the junction with Bruce Grove)
- **13)** An emergency access only modal filter on Sperling Road (east of Woodside Gardens)
- **14)** A physical modal filter on Clacton Road (between Sperling Road and St Loys Road)
- **15)** An emergency access only modal filter on St Loys Road (east of Clacton Road)
- **16)** An emergency access only modal filter on Forster Road (between Chaplin Road and Winchelsea Road)

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.

As part of the trial LTN, we are proposing to convert some sections of one way streets to two way operation. These are:

- Mount Pleasant Road (between The Avenue and Chester Road)
- Clacton Road
- Moorefield Road
- Broadwater Road (between The Avenue and Wimbourne Road)
- We are also proposing to reverse the direction of Lordsmead Road from one way southbound to one way northbound.

Where roads have been converted from one way to two way, we may need to remove some parking spaces to provide passing places for vehicles.

School Streets Area A

1) The Willow Primary School and The Brook Primary School
Outside of The Willow Primary School and the Brook Special Primary School we are proposing to temporarily close a section of Adams Road between Moira Close and Gloucester Road. We are also proposing to temporarily close Moira Close. These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents of Adams Road and Moira Close will still be able to access their properties during this time.

2) Bruce Grove Primary School
Outside of Bruce Grove Primary School, we are proposing to temporarily close Sperling Road. We are also proposing to temporarily close a section of The Avenue between Bruce Grove and Sperling Road. These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents of The Avenue, Woodside Gardens and the western section of Sperling Road will still be able to access their properties during this time from Bruce Grove. Residents of the eastern section of Sperling Road will be able to access their properties from Moorefield Road.

AREA B

(See map, page 9–10)

In Area B we are proposing to introduce 6 modal filters at the following locations:

- **1)** A physical modal filter on Sandringham Road (at the junction of Downhills Way)
- **2)** A physical modal filter on Rusper Road (at the junction of Downhills Way)
- **3)** An emergency access only modal filter on Downhills Park Road (west of the junction with Belmont Road/Downhills Way)
- **4)** A physical modal filter on Belmont Avenue (at the junction of Belmont Road)
- **5)** An emergency access only modal filter on Langham Road (to the west of the junction with Belmont Road)
- **6)** An emergency access only modal filter on Carlingford Road (between Green Lanes and Crescent Road)

School Streets Area B

3) The Grove School
Outside of The Grove School we are proposing to temporarily close:

- A section of Downhills Park Road between Mannock Road and Belmont Road/Downhills Way
- A section of Mannock Road between Downhills Park Road and Boundary Road
- Ivatt Way
- Belmont Avenue
- Crossfield Road

These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents of these roads will still be able to access their properties from Boundary Road and Sirdar Road during this time.

4) Belmont Junior School
Outside of Belmont Junior School we are planning to temporarily close a section of Rusper Road between Downhills Way and Boundary Road. We are also planning to close Sandringham Road.

These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents of these roads will still be able to access their properties from Boundary Road during this time.

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.

AREA A



Bruce Grove West Green LTN - Area A

- Existing banned turn
- Existing one way
- Convert to two way
- Existing Filter
- Proposed bus gate
- Proposed physical modal filter
- Proposed emergency access filter
- Proposed emergency access timed filter
- School
- CS1 cycle route
- Bus route
- Proposed School Street
- Proposed cycle hangar
- Proposed zebra crossing

New cycle hangar locations:

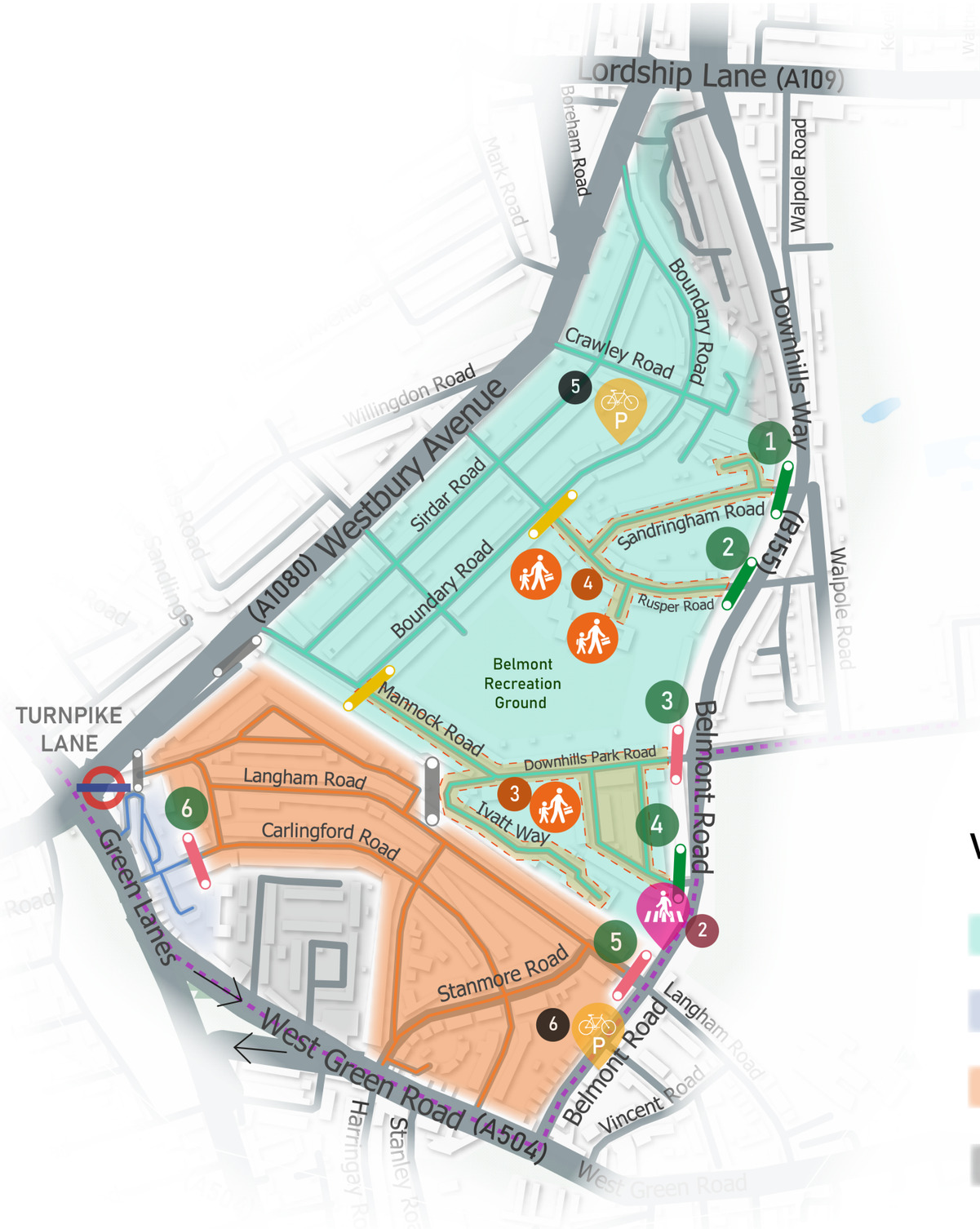
1. 161 Mount Pleasant Road
2. 231 Mount Pleasant Road
3. 98 Ranelagh Road
4. 37 Keston Road

New crossing locations:

1. Philip Lane - Downhills Park Road
2. Belmont Road - Belmont Avenue

Vehicle access routes:

- Access from Philip Lane
- Access from High Road
- Access from A10 Bruce Grove
- Access from Lordship Lane
- Access from Belmont Road
- Access from West Green Road
- Existing Access Only Areas



Bruce Grove West Green LTN - Area B

- Existing Filter
- Proposed emergency access timed closure
- Proposed physical modal filter
- Proposed emergency access filter
- School
- Bus Route
- Existing one way
- Proposed School Street

Vehicle access routes:

- Access from Westbury Avenue
- Access from Green Lanes
- Access from West Green Road
- Existing Access Only Areas

- Proposed cycle hangar
- Proposed zebra crossing

New cycle hangar locations:

5. 137 Boundary Road
6. 24 Belmont Road

New crossing locations:

2. Belmont Road - Belmont Avenue

ADDITIONAL MEASURES

We are also proposing to introduce new crossings and cycle hangars across Bruce Grove West Green LTN. Unlike the modal filters and school streets, which will be introduced as a trial, we are proposing to introduce bike hangars and crossings as permanent changes.

Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood. These are:

- **1)** A new zebra crossing at Phillip Lane (by the junction with Downhills Park Road)
- **2)** A new zebra crossing at Belmont Road (connecting to the southwestern entrance of Downhills Park)

Further design work will be needed to determine the exact location of the crossings.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bruce Grove West Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay

Local residents may rent a cycle hangar space by paying an annual fee and key deposit to Cyclehoop. For further information on cycle hangars and details of charges, visit:

www.cyclehoop.com

We have received several requests for cycle hangars from residents across the area. Cycle hangars have been proposed on streets where we have received multiple requests.

We are proposing cycle hangars replace parking bays outside the following addresses:

- **1)** 161 Mount Pleasant Road
- **2)** 90b Mount Pleasant Road
- **3)** 98 Ranelagh Road
- **4)** 37 Keston Road
- **5)** 137 Boundary Road
- **6)** 24 Belmont Road

WHAT HAPPENS NEXT?

Your feedback in this consultation will help shape the changes we are proposing for the area and the phasing of the next steps:

AUTUMN 2021: Decision on next steps
We will consider your consultation feedback to decide on next steps.

AUTUMN 2021: Update
We will notify all residents and businesses on the outcome of the consultation.

AUTUMN 2021/WINTER 2021 Trial implementation (subject to your consultation feedback) and start of 6 months formal consultation.

- Modal filters and School Street proposals implemented as trial changes under an experimental traffic order
- Cycle hangars and new crossings implemented as permanent measures

SUMMER 2021 – EARLY 2022: Monitoring
Ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.

AUTUMN 2022: Review
Review of feedback and monitoring data to consider whether to make the trial changes permanent.

AUTUMN/WINTER 2022: Decision
Decision on whether to make trial changes permanent.

AUTUMN/WINTER 2022: Update
We will notify all residents on the outcome of the decision and the next steps.

HAVE YOUR SAY

We want to hear your views on the changes we are proposing for the area and the phasing. You can have your say online or by filing in the paper copy of the survey. **Please submit your response to this consultation no later than 17th September 2021. You can do this via one of the following three options below:**

Online
fill in a questionnaire for the Bruce Grove West Green LTN which is found by following this link:
www.haringey.gov.uk/low-traffic-neighbourhoods

Post
fill in your paper copy of the questionnaire and return it to the freepost address: **Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 225 High Road, Wood Green, N22 8HQ**

E-mail
Fill in the questionnaire and email it to:
BruceGroveLTN@haringey.gov.uk

In person
Visit one of the libraries below to fill in the questionnaire in person. You can also leave the completed questionnaire at the same library.
Marcus Garvey Library, 1 Philip Lane, N15 4JA
Coombes Croft Library, 4 High Road, N17 8AG
St Ann's Library, Cissbury Road, N15 5PU
Alexandra Park Library, Alexandra Park Road, N22 7UJ
Wood Green Library, 187-197A High Road, N22 6XD

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Bruce Grove
West Green LTN

High Level Transport Assessment

Introduction

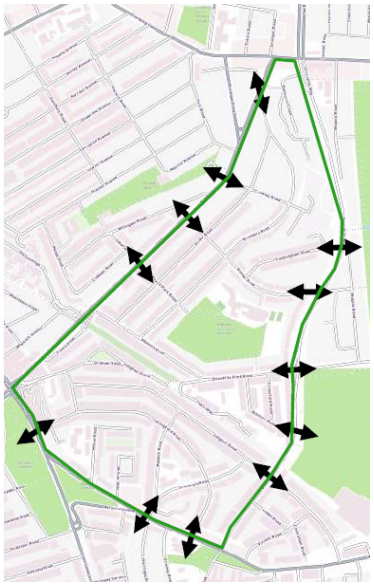
- This document provides a brief summary of the potential traffic impacts resulting from the implementation of the Bruce Grove West Green LTN
- As it is impossible to predict the impacts of the LTN, two analyses have been developed, based on two assumptions
  - The LTN does not have any impact on driver behaviour (worst-case)
  - The LTN has similar impact as that of schemes implemented to date
- The analysis mostly focuses on the impact on boundary roads (those that remain open to through traffic). Traffic volumes on the internal roads are expected to reduce, as they will become access-only

Data used

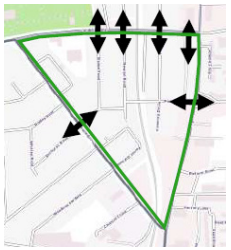
- Data from 2019 was used, as any traffic data following the outbreak of the Covid-19 pandemic was deemed not representative of typical traffic conditions.
- A telematics (mobile phone / black boxes) dataset was used, as it could separate local car journeys (those start or end in the area) from non-local ones (drivers who travel straight through without stopping).
- The sample set includes approximately 7% of all private cars on the roads. The counts were uplifted based on real counts to estimate total volumes
- The analysis undertaken has focused on the busiest hours in the day (8-9am and 5-6pm)

Through traffic

– The study focuses on traffic which drives into and out of one of the areas below within a 5 minute period (non local traffic)







In 2019, there were 500 vehicles doing this between 8-9am, and 1,700 between 5-6pm

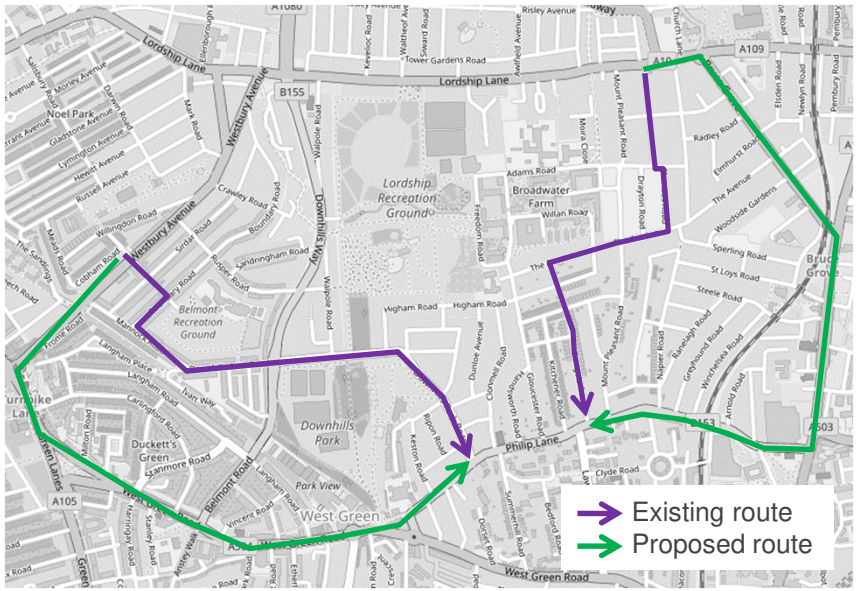
Through traffic

– The images below show the % of traffic that is non-local in the PM peak



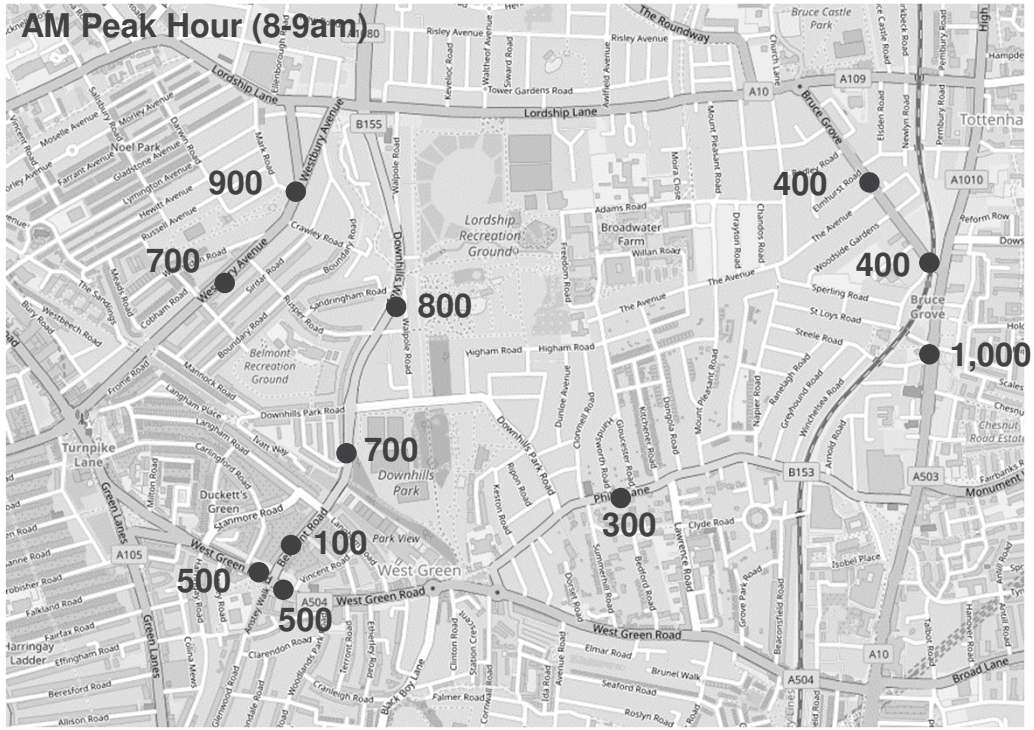
Reassignment

- For each journey recorded in 2019, we have assumed the most likely new route they will take once the LTN is in place. The trip is reassigned (diverted) via that route.
- In reality, it is likely that a proportion of these trips will either no longer take place (working from home), be done by other modes (bus, foot, cycle), be done at other times of the day (not in the peak hour) or take place elsewhere in the network



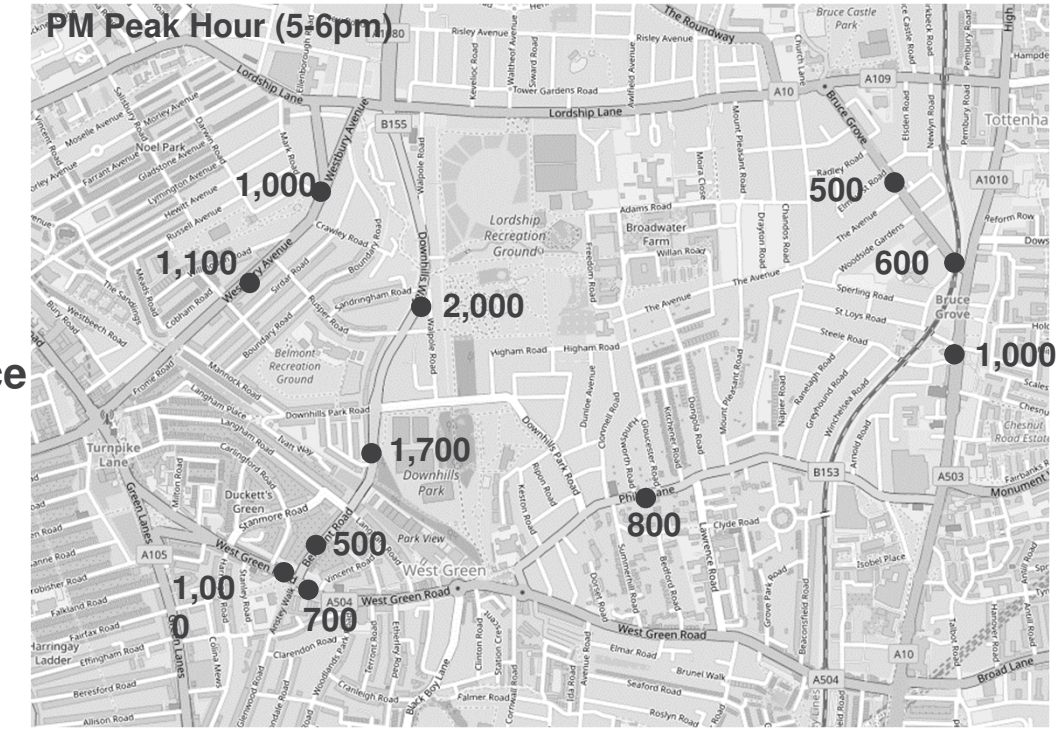
Baseline Values (2019 traffic volumes)

- The image on the right shows 2019 traffic flows between 8-9am
- There are noticeable differences between different sections of the same road, particularly on Belmont Road/Downhills Way, where many vehicles currently use Langham Road to avoid the signalised junction



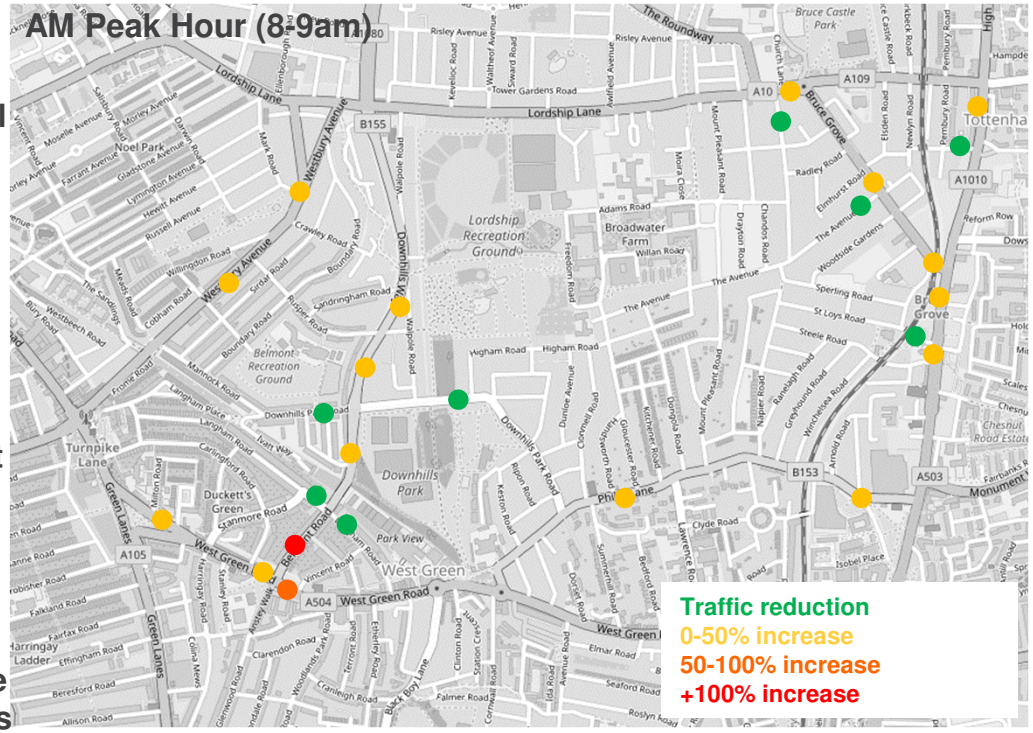
Baseline Values (2019 traffic volumes)

- The image on the right shows 2019 traffic flows between 5-6pm, which are much higher than the AM peak ones
- A similar pattern takes place along Belmont Road/Downhills Way as in the AM peak



No Behaviour Change Reassignment

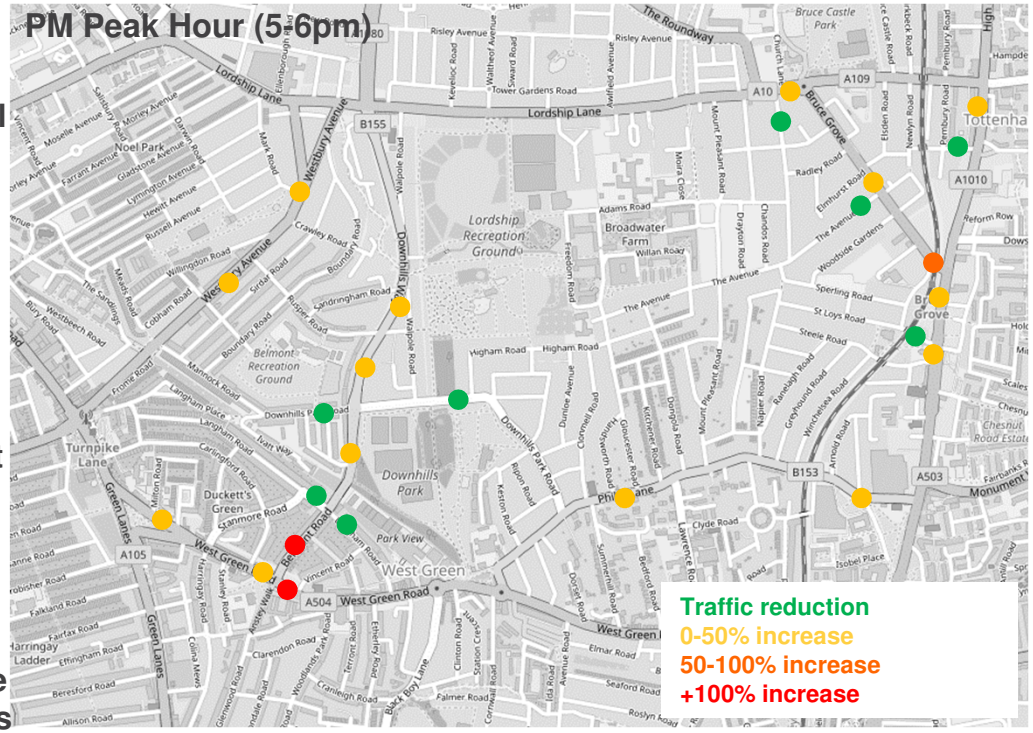
- This "worst-case scenario" assumes that, with the LTN in place, people will continue driving exactly the same journeys they did in 2019, just via a new route (the closest available one)
- The demand for travel along different sections of roads could vary as shown on the right. It is worth noting that the greatest increase in demand takes place on the section of Belmont Road with the lowest baseline flows, bringing it in line with Downhills Way.
- In reality, several of these roads are already close to capacity and will not be able to accommodate this increase in demand. As a result, several drivers will be re-routed further afield



N.B. Hourly change in traffic demand in the PM peak (5-6pm)
% increase with respect to 2019 baseline

No Behaviour Change Reassignment

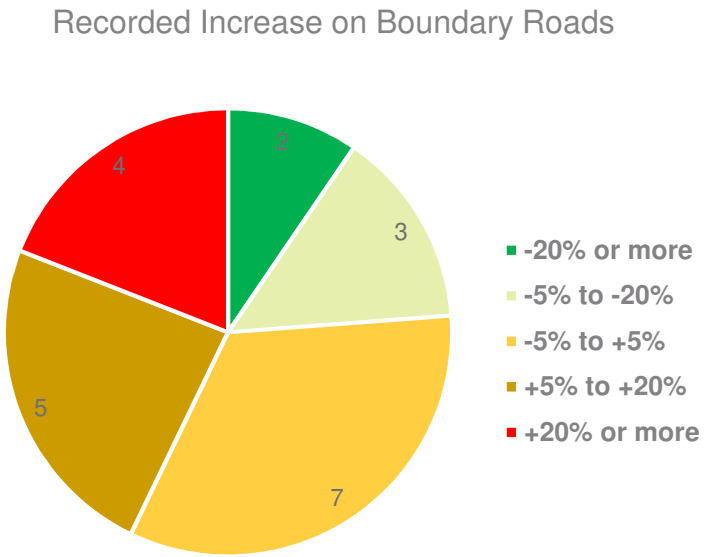
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Impact based on similar schemes

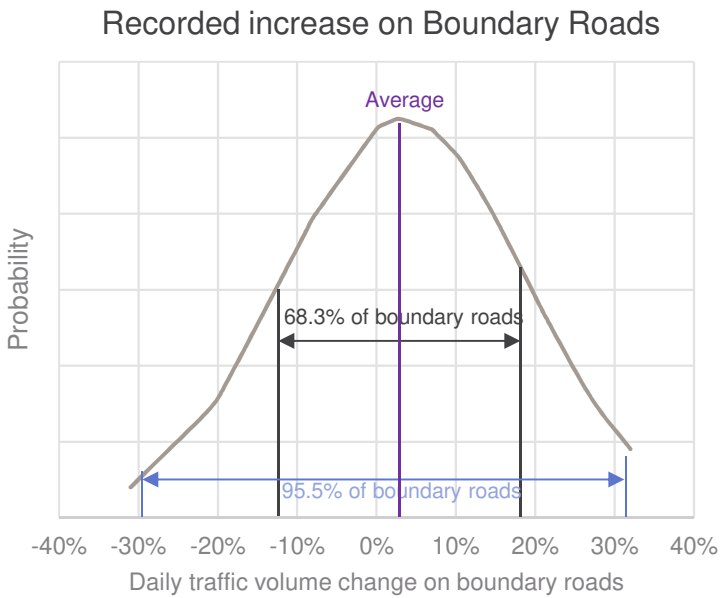
- Evidence from LTN schemes across London shows that, after 6 months, significant behaviour change takes place, mitigating the increase in demand on boundary roads
- After 6 months, traffic volumes on boundary roads have seen a mixed picture (see graph on right)
  - On average, traffic volumes increased by 3% compared to before the trial
  - In the worst case, traffic on one road increased by 32%
  - In the best case, traffic on one road reduced by 31%
  - Daily traffic volumes on internal roads reduced by 50%, on average



N.B. Data based on 6 months monitoring reports across 6 trial schemes, for a total of 21 boundary roads. Data has been adjusted to account for underlying changes in traffic volumes due to covid-19
The 6 schemes are: Walthamstow Village, St Peter's, Canonbury East, Railton, Oval and Tulse Hill

Impact based on similar schemes

- It is impossible to predict how people will change their travel behaviour as a result of the LTN or of other changes (covid restrictions, road works)
- However, evidence from other schemes shows that the changes in traffic volumes on the boundary roads are very different to what would be predicted by simple reassignment (scenario 1)
- In almost 70% of cases, traffic on boundary roads experienced **increases up to 18%** or **reductions up to 12%** (see image on right). In the remaining 30% of cases, the changes were more extreme (up to 32%)
- Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant.



N.B. Data based on 6 months monitoring reports across 6 trial schemes, for a total of 21 boundary roads. Data has been adjusted to account for underlying changes in traffic volumes due to covid-19
The 6 schemes are: Walthamstow Village, St Peter's, Canonbury East, Railton, Oval and Tulse Hill

Impact of St Ann's LTN

- If implemented at the same time, the St Ann's LTN will have an impact on the numbers presented above, in particular:
  - Reducing the predicted additional demand on Belmont Road
  - Increasing the predicted additional demand on West Green Road and Westbury Avenue.



Summary

- The last two years have shown that it is impossible to predict future trends in traffic flow.
- We have developed two scenarios to estimate the impact of the Bruce Grove West Green LTN on the boundary roads:
  - A worst-case scenario, based on the assumption that no one will change their travel behaviour following the trial implementation
  - A scenario based on the impact of similar schemes in London.
- Ultimately, each scheme is unique and the impact of the Bruce Grove West Green will depend on how people change their travel behaviour following the launch of the trial, and will be measured through the monitoring captured in the detailed monitoring strategy.

Equality Impact Assessment

Bruce Grove West Green Low Traffic Neighbourhood

Introduction

With a population of 8.7 million, London is now larger than it has ever been and it is forecast to grow further, to 10.8 million people by 2041. This is expected to generate more than six million additional trips each day so more journeys will need to be taken on foot, by bicycle or on public transport, the most sustainable forms of transport. London's population is also living longer. This means there will be a greater proportion of older people who need to remain physically active for their wellbeing and quality of life but also to relieve pressure on healthcare services.

People walking in London's most deprived areas are more than twice as likely to be injured by a motor vehicle 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 those in other age groups and the number of children killed or seriously injured in cars increased as recently as 2016[1]. Black, Asian, and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[1].

Alongside road danger, air pollution is an invisible but acute threat to children's health. Around 1 in 3 babies are growing up in areas of the UK with unsafe levels of particulate matter – that's nearly 270,000 babies under the age of 1 in the UK[2]. Toxic exhaust pipe emissions damage children's growth and leave them with lasting health problems (it should be noted that harmful particulate matter is also produced by tires and brake linings which

[1] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf

[2] https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf

includes those fitted to electrically powered motor vehicles). In 71% of UK towns and cities, children are breathing unsafe levels of air pollution[3].

Low Traffic Neighbourhoods (LTNs) form a key part of Haringey's draft Walking and Cycling Action Plan[4] which sets out how to make the borough a more attractive place for residents, businesses and visitors, by enabling more walking, wheeling[5], cycling and public transport trips; whilst reducing motor traffic overall. Motor vehicle-centric street design disproportionately impacts those with the lowest levels of motor vehicle access and household incomes[6] and by introducing well designed LTNs we can create streets that enable more walking, wheeling and cycling for those who benefit the least from traditional, passive traffic management approaches. In addition, research has shown that LTNs are able to reduce car ownership per household over time[7], leaving more traffic capacity for those who have little option but to drive local trips.

Equality Impact Assessment

A local authority may undertake an Equality Impact Assessment (EqIA) around significant changes to a policy or service that could have a disproportionate impact on individuals or groups that share a protected characteristic under the Equality Act 2010. The Equality Act 2010 introduced the Public Sector Equality Duty. This requires all public bodies, including local authorities, to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

The nine protected characteristics as defined by the Equality Act 2010 are as follows:

— Age
— Disability
— Sex or gender
— Gender reassignment
— Marriage and civil partnership
— Religion or belief
— Race

[3] Unicef – Healthy Air for Every Child https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf
[4] Haringey's Draft Walking and Cycling Action Plan https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy/draftwcp
[5] 'Wheeling' – in this context meaning anyone using a mobility aid such as a wheelchair, wheeled walking aid (e.g. Rollator) or 3 or 4-wheeled mobility scooter; 'wheeling' also includes others such as children using push-scooters and parents/carers using buggies and pushchairs.
[6] Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries
https://www.sciencedirect.com/science/article/pii/S2214140517306308
7 https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions

— Sexual orientation
— Pregnancy and maternity

It may also be appropriate to consider the impact of the proposal on other groups not protected under the Equality Act including parents/carers and/or socio-economic groups. Haringey Council intend to adopt socio-economic status as a local protected characteristic to inform future policy making[8].

An Iterative Approach

As per Transport for All's manifesto for 'EqIAs in Action'[9], all efforts should be made to ensure the EqIA is part of a public engagement process and be treated as an iterative document. The EqIA should continue to be updated with feedback and any planned impact mitigations throughout the lifetime of the project including during the trial phase. As such, the analysis undertaken in this document represents a starting point for understanding the impacts of the LTNs on residents with protected characteristics. We recognise that in the past the EqIA process has been viewed by some as a 'tick-box' exercise and that, as a whole, the transport planning sector must move towards a consultative approach to such assessments. We are aiming for a process whereby the lived experiences of people with protected characteristics are reflected in the approach to design and that where possible impacts are planned for or responded to during the trial period.

Public Engagement Timeline

— February 2021 – Perception survey for residents of all three LTN project areas (Stage 1 Engagement)
— March 2021 – Online public briefings for each project area
— May 2021 – Stakeholder mapping exercise begun with focus on local groups representing those with protected characteristics (see appendix)
— May 2021 – Series of public collaborative design workshops, online (Stage 2 Engagement)
— May 2021 – Key stakeholder design workshop, online
— June 2021 - Workshop with Disability Action Haringey and Wheels for Wellbeing
— July 2021 - Disabled Persons and Carers Survey running from Monday 10 May to Wednesday 1st September 2021.

[8] https://www.minutes.haringey.gov.uk/documents/g9971/Public%20reports%20pack%2022nd-Jul-2021%2018.30%20Cabinet.pdf?T=10 (page 121 of the document, pg.115 of the report)
[9] Paving The Way for inclusive streetspace: our manifesto for 'EQIAs in Action' https://www.transportforall.org.uk/news/paving-the-way-for-inclusive-streetspace-our-manifesto-for-eqias/

— August-September 2021 – Public consultation (Stage 3 Engagement). All postal addresses written to with details of proposals and survey. This will include translation offer and accessible format options

— August-September 2021 - On-street pop-up (informal) engagement, evenings and weekends

— August-September 2021 - On-street engagement outside school sites to hear from children, parents and carers during consultation period

— August-September 2021 - Face to face visits with local businesses

Whilst we have had success collaborating with Haringey Disability Action and Wheels for Wellbeing, there are more local groups representing and working with people with protected characteristics from whom we have yet to hear (please see appendix for the groups we have written to). As such work on this EqIA should continue throughout the project lifecycle and beyond to ensure that projects include and improve the situation for those people who are heard from less often.

Perception Survey Results

In February 2021, online perception surveys[10] were launched providing residents with an opportunity to leave location specific comments about their experiences moving around the project area.

— 2,071 people visited the site and there were 515 confirmed respondents who left comments or 'Agreements'.

— The most common issue raised by respondents was 'Traffic speeding' accounting for 63% of all comments and agreements, followed by 'Traffic Volume' and 'Rat running traffic'.

— The most common suggested improvement from respondents was "Reduce Traffic Volumes" accounting for 48% of all comments and agreements, followed by "Reduce traffic speeds" and "Increase traffic and speeding enforcement".

— The principal comment hotspot was along Belmont/Langham Road, followed by other highly commented areas such as The Ave/Sperling Road junction and Higham Road.

[10] Haringey Perception Survey Analysis https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey#Stage%201

Reviewing Research

In addition to the insights which will be gathered during our programme of public engagement, we have reviewed a number of documents including Transport for All's recent 'Pave the Way' report[11]. This and existing guidance[12] on best practice for designing accessible street-space informed our approach to this assessment. Research shows that people with different characteristics have different needs and experience the urban environment in ways that are both unique and that intersect with the needs of other characteristics.

Whilst reviewing existing research, it became apparent that the relationship between the street environment and some characteristics is better understood than that of others. For example, it was found that a significant amount of research exists around how people with mobility challenges experience their street environment, whereas more research may be needed around how people with different sexual orientations experience the street environment.

Why do we need Low Traffic Neighbourhoods (LTNs)?

According to Department for Transport data, between 2010 and 2019, the number of miles driven on Haringey's roads increased by 73,000,000[13]. With 57% of Haringey households having no access to a private car or van at last census[14], enabling more affordable and sustainable transport for short trips is essential to improving air quality, reducing road danger and managing motor traffic congestion. Whilst motorised transport has provided some benefits to society, the costs are high and often born by those who benefit the least. Increasing motor traffic dependency has led to a raft of damaging outcomes including physical inactivity, community severance, air pollution, social isolation and a collapse in childhood freedom[15]. Over the decades, urban minor roads (often referred to as side roads or back streets) have become little more than short-cuts for motor traffic, a situation exacerbated by the upturn in use of in-car satellite navigation technology (sat-navs). Sat-navs

[11] Pave the Way, Transport for All https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/

[12] 'Creating better streets: Inclusive and accessible places', Chartered Institution of Highways & Transportation, 2018 https://www.ciht.org.uk/media/4463/ciht_shared_streets_a4_v6_all_combined_1.pdf

[13] https://roadtraffic.dft.gov.uk/local-authorities

[14] Census 2011 https://www.nomisweb.co.uk/census/2011

[15] Working Together to Promote Active Travel https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

have enabled drivers to choose minor roads to bypass congestion and queues on main routes especially around signalised junctions[16].

Streets welcoming to walking, wheeling and cycling

The LTN approach aims to restore urban minor roads to their original low-traffic, resident oriented status by removing through motor traffic. Evidence of the success of this approach continues to emerge from other London boroughs[17], with fresh data showing overall motor traffic reductions, increased walking rates and reductions in crime. Subject to consultation, the project will introduce motor vehicle access changes to minor roads across the project area in order to achieve a wholesale reduction in the number of motor vehicles movements. Residents will retain access to their homes in their cars. This will in turn greatly increase the overall number of streets which are attractive to walking, wheeling and cycling, with associated improvements for public health and community cohesion[18]. Over time, fewer short, driven trips will be made, reducing congestion on main routes benefitting bus users and other essential services.

Key outcomes for an LTN project

— Reduction of road danger and improved perceptions of road danger

— A built environment that enables people to walk, wheel and cycle more

— Significantly reduce through motor traffic on minor roads, improving air quality

— Create opportunities to improve the accessibility and inclusivity of public spaces through design

LTNs introduce greater priority for pedestrians on minor roads and enable more cycling for local trips, further serving to reduce pressure on public transport. Haringey's LTN designs ensure all properties and addresses remain accessible by motor vehicle, however, routing may change for some trips depending on destination. The shortest driven trips will not be impossible however they may become less convenient effectively nudging those who can to walk, wheel or cycle more often. This also applies to bus services using the minor road network, as such as the W4 service. There is potential for local people and local businesses

[16] DfT Road Traffic Estimates 2019
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916749/road-traffic-estimates-in-great-britain-2019.pdf
[17] St Peter's People Friendly Streets trial, Results from 6 month monitoring report (Islington)
https://www.islington.gov.uk/~/media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20202021/20210310stpeterspeoplefriendlystreetsinterimmonitoringreport.pdf
[18] Driven to excess: Impacts of motor vehicles on the quality of life of residents of three streets in Bristol UK
https://uwe-repository.worktribe.com/output/968892

to make use of spaces reclaimed from fast moving motor vehicles, for informal gatherings of neighbours and for children to experience a restored freedom too.

What is a Modal Filter?

As part of the LTN, 'Modal Filters' will be introduced to a limited number of streets within the project area, maintaining access for residents but limiting vehicle movements to those that require access to addresses within the project area i.e. access-only streets. Modal filters have been in use across London for decades and examples can be found in and close to the project area. Modal Filters in this case will be a mix of physical bollards or planters and camera-controlled locations as agreed with the emergency services.

— Modal filters can be a physical structure in the street (e.g. bollards, planters) or be controlled by automatic number-plate recognition (ANPR) cameras.

— Motor vehicle users will be able to access filtered roads from either side of a filter point however, the filter will prevent motor vehicles passing through by way of a short-cut.

— Camera-controlled modal filters are designed to favour emergency services vehicles, buses with those walking, wheeling and cycling with all able to pass through. Bollard controlled filters allow those walking, wheeling or cycling to pass through.

— As far as possible, low-cost, adaptable features will be used to effect these access changes, whilst their temporary nature allows the highway authority to amend and improve the layout based on monitoring and feedback from residents.

Evidence and Assessments

This assessment benefits from the research data presented in Transport for London's (TfL) 'Travel in London: Understanding our diverse communities' report which was updated in 2019, so for any references in this section without footnotes please refer to this document[19]. The report was commissioned by TfL to identify the barriers faced by London's diverse communities when accessing transport.

London of Borough of Haringey

[19] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

Haringey's residents are highly diverse and the 'State of the Borough' profile[20] released in April 2021 helps us to understand the community better. During the Covid-19 lockdown in 2020, TfL calculated that Haringey had the potential to see a 57% increase in motor vehicle trips if owners switched public transport trips to driving following the first lockdown[17]. An increase in traffic of that magnitude would lead to unacceptable delays to emergency and essential services in Haringey, as well as delays to those who rely on motor vehicles for mobility and would likely be damaging to the local economy too. As such, LTNs enable alternatives to short, driven trips.

— 38% of Haringey residents are from Black, Asian and ethnically diverse groups and 26% identify as "white other". Over 180 languages are spoken in Haringey.

— 1 in 5 adults in Haringey have high blood pressure and a third of residents are not getting enough physical exercise

Age - Including the experiences of young people (age 18 and under) and older people

Bruce Grove ward's overall population spread mirrors that seen in Haringey more widely, with those aged 20-44 making up the largest proportion of residents (41.2%), and those aged 65+ making up the smallest proportion (9.1%). However, while following the wider borough pattern, the 65+ population is particularly under-represented in Bruce Grove[21]. West Green ward's overall population spread again mirrors that seen in Haringey more widely, with no age group particularly over-represented or under-represented in the ward[22].

What we know about young people

— There are 56,718 children in Haringey aged 0-17 years, representing 21% of the population.

— More 11-17 year olds walk to school in Haringey than in any other London borough (64% mode share)[23]

— In Haringey, 3.3 times more primary school children walk to school than are driven to school[13]

— Walking is the most commonly used mode of transport by younger Londoners (97% of those aged 24 and under walk at least once a week compared with 95% all Londoners)

[20] Haringey at a Glance – State of the Borough https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf
[21] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bruce_grove.pdf
[22] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_west_green.pdf
[23] TfL Streetspace Guidance, Appendix 7 – Case-making Data for Boroughs https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding

— Air pollution disproportionately impacts on children living in deprived parts of Haringey[24]. In actual fact, the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas

Schools in Bruce Grove West Green project area

— Bruce Grove Primary School

— Belmont Infant and Junior Schools

— Park View School

— The Grove School (SEND provision)

— The Brook and The Willow on The Broadwaters

— Harris Primary Academy, Philip Lane

Schools within walking distance of project boundary:

— Risley Avenue Primary School

— Hyland House Primary School

— Seven Sisters Primary School

— Noel Park Primary School

— West Green Primary School

— Harris Academy, Tottenham

Assessment

The travel mode of children has changed significantly over the last 30 years, with rates of active travel amongst children collapsing and associated health inequalities soaring. Despite this walking is still the most frequent travel mode for young people in Haringey. Research shows that LTN's implemented in London in 2020 have cut motor traffic related injuries by half[25] with particular benefits for walking trips. With 21% of Haringey being aged 17 or under, this is a group that can be particularly affected by changes to street space. Up until secondary school age, to larger extent, parents determine how children travel and as such

[24] https://www.haringey.gov.uk/sites/haringeygovuk/files/air_pollution.pdf
[25] https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries

may restrict children from being active due to perception of danger from sources such as motor traffic.

Road Danger - Data shows that for each mile driven on a minor urban road, results in 17% more killed or seriously injured pedestrians than a mile driven on an urban A road[26]. As LTNs specifically target through motor traffic on minor roads, this design approach particularly benefits younger people as they walk often and leaving more vulnerable to danger posed by motor vehicles on minor roads. In addition, perceptions of road danger have a significant impact on parental decision-making around how children travel but also their freedom to roam in general. Road danger can be quantified in terms of numbers of collisions on the street, whilst perceived levels of road danger are based on the observations of individuals and their own experiences such as near misses whilst crossing the road and volumes of motor traffic on streets without crossings and with poor sightlines.

Walking trips - Walking is the most frequent mode of travel for young people and children, as such increasing the number of minor roads with very low road danger across an area can help to protect a group who are already travelling actively regularly[16]. Children use minor roads to connect to and between major roads where many destinations lie and as such an LTN can provide a low-danger walking network for those who walk often. As such LTNs broadly protect protected groups who frequently walk (or use footways) which includes younger people. It is recognised that it may not be possible to radically reduce motor traffic on all roads simultaneously and that other measures that encourage walking and cycling are needed for main routes. These may include controlled crossings, footway widening and kerb protected cycleways, all of which would benefit those protected by the age characteristic.

Air Pollution - Air pollution particularly impacts on children living in deprived areas. Evidence shows that the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas. Bruce Grove and West Green both sit within the top 25% of most deprived wards in London[27]. Research in boroughs who have introduced wide-spread measures to enable active travel including LTNs shows that significant increases in air quality can be expected[28].

School Streets - Haringey Council are planning School Streets projects in the area whereby motor vehicle movements are restricted around the school site at drop-off and pick-up times. A School Streets trial at a primary school in Eltham resulted in a 54% reduction in cars driving to school, a 27% increase in cycling and 9% increase in scooting. School Streets are

[26] Motor traffic on urban minor and major roads: impacts on pedestrian and cyclist injuries https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068
[27] MHCLG Indices of Deprivation 2019, London Wards Summary Measures - https://data.london.gov.uk/dataset/indices-of-deprivation
[28] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf

generally controlled by ANPR cameras and aim to protect children from road danger and enable more children and parents to walk, wheel or cycle to school.

Traffic Reduction - When an LTN is introduced evidence shows that overall traffic volumes fall in the longer term within the LTN[29]. However, in the very short term, there may be some increase in driver queues at some main road junctions at certain times of the day. This may initially lead to intermittent delays to bus services, which could impact on young people travelling. Longer term, evidence from other LTN schemes across London shows differential impacts[30]. The impact on the project area is unknown at this stage and will be subject to ongoing monitoring in order to inform implementation.

Mitigation

School leaders are key stakeholders and the delivery team have met with them on several occasions so far ensuring communication channels are open as early as possible. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary.

What we know about older People

— Haringey has 28,632 residents aged 65+ (11% of total population)

— Walking is the most frequently used type of transport by older Londoners aged 65 and over (87% walk at least once a week). 65% travel by bus, 43% drive a car at least once a week and 41% travel by car as a passenger at least once a week

— Older Londoners (14%) are less likely than Londoners overall (30%) to say they are worried about their personal security when using public transport. They are also less likely to have experienced a specific incident of worry when travelling in the past three months (13%, compared with 32% of all Londoners)

Assessment

Whilst walking is the most frequently used mode of Londoner's aged 65 and over[31], this assessment recognises that distances people can walk or cycle tend to reduce in the later

[29] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[30] https://www.haringey.gov.uk/sites/haringeygovuk/files/bruce_ta_0.pdf
[31] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

years of life. Despite the project areas having a low proportion of residents aged over 65, this is still an issue that must be considered. Older people may find it difficult undertaking short distances on foot or using public transport, due to impaired mobility and/or poorly maintained footways.

Walking trips are common for older people in London, however some may be dependent on motor vehicles for longer trips such as visits to healthcare providers. Schemes which change motor vehicle access could have a negative impact on this group such as increased journey times under peak flows or disruption for roadworks or collisions on main routes. However, in the proposed Haringey LTN designs, all local amenities and homes do remain accessible by motor vehicle, although some rerouting may be required depending on origin or destination.

Initial mitigations for these risks include the Council's programme of written communications and public engagement to notify people of the changes and directing residents to advice and information where necessary. Ongoing monitoring of the LTN projects will be important to update this assessment and to develop more specific mitigations where necessary.

Disability - Including the experiences of people with long term health conditions

The UK national census asks people if they have a long term disability that impacts on their daily lives as a proxy for assessing disability rates in the population. We are still awaiting the data for the 2021 Census but 2011 census data shows that 14% of Haringey residents reported a long term health problem that limits their day to day activity, lower than England but in line with London[32]. For Bruce Grove ward, it is slightly higher, at 15.1%, and for West Green ward, the figure is higher still, at 16.2%, This is higher than both the Haringey and London average. Similarly, 5.7% of Haringey residents report being in bad health, slightly higher than England and London.

What we know about disabled people

— Disabled Londoners use a wide variety of transport to get around the capital. The most common are walking (81% at least once a week), bus (58%), car as a passenger (42%) and car as a driver (24%).

As a whole, 14% of Londoners report living with a disability that impacts on their daily lives. It is recognised that the term 'disability' is an exceptionally broad one and includes people with physical, sensory and cognitive impairments. Broadly we expect the LTN to benefit many disabled people as they tend to be regular footway users and the project will create many

[32] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

more low road danger streets, quieter and easier to cross. However we recognise that will not be the case for all.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

Many disabled people have mobility impairments, and some are wheelchair users meaning quality of footway surface and presence of obstructions is also key to accessibility. For example; manual wheelchair users need sufficient space to be able to propel their chair along a footway, people who walk with sticks or crutches also need more space than a non-disabled walker.

— 82% of disabled Londoners walk at least once a week compared with 96% of non-disabled Londoners and 56% walk five or more times a week compared with 86% of non-disabled Londoners.

Disability can affect locomotion, seeing, hearing, reaching, stretching, dexterity, and cognitive functions, but these categories are not exhaustive, or mutually exclusive; many disabled people, particularly older people, have more than one impairment. For example, getting in and out of a car can be difficult and painful for some disabled people, particularly those with arthritis, rheumatism and back problems; and uneven walking surfaces, gaps between paving slabs can cause difficulties for people using sticks and crutches, visually-impaired cane-users and wheelchair users.

In the short to medium-term, for driven trips that previously relied on minor roads to avoid major roads, disabled people may find journey times vary but this will be dependent on time of day, origin and destination as well as factors such as unforeseen, disruptive incidents on main routes which are common in the capital.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

— 84% of disabled Londoners report that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday).

— 34% of disabled Londoners have household income of less than £10,000 compared with 10% of non-disabled Londoners.

— Disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% compared with 25%).

— Disabled Londoners are no more likely to live on a main road that those who do not consider themselves disabled. Analysis in 2020 shows that in Outer London 91.4% of

Londoners who report a mobility impairment live on minor roads, compared with 91.1% of those who report no issue with mobility.

Assessment

According to analysis of the UK's National Travel Survey, disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. LTNs create many more 'low road danger' streets and easier crossing which particularly benefits high risk groups like disabled people[33]. Whilst the most frequent mode of travel reported by disabled Londoners is walking, it must be recognised that for some, travelling actively may pose a significant challenge due to lack of specialist equipment (often costly), or being discouraged by stigma. For people with mobility-related or visual impairments the quality and design of the built environment can have a considerable impact on both sense of freedom but also on mental health and wellbeing. Intuitive street layouts, places to rest, formal crossings and smooth, wide footway are essential if we are to better include everyone in public life. Improved drop-kerbs, new formal crossings and removal of street obstacles should be considered as part of a low traffic neighbourhood type project. The RNIB report that walking is the main mode of travel for blind and partially sighted people, many of whom who will have fewer transport options available to them than others[34].

It is also important to recognise that formal crossings (e.g. zebra) are generally only necessary where motor traffic flows are high relative for the street type so, for some users, converting a street to access-only may allow a safe crossing experience without expensive infrastructure, due to very low vehicle flows. 90.2% of low income Outer Londoners live on minor roads[35] but many are less than accessible due, in part, to through motor traffic often travelling at speeds inappropriate to the street environment.

Mitigation

The Council has been developing a relationship with Disability Action Haringey (DAH) and they have been key in bringing in other stakeholders to feed into project development. We recently completed a 'roll-around' audit of the area with mobility aid users who provided feedback around footway hazards, personal security and general accessibility around minor

[33] Disabled and low-income pedestrians at 'higher risk of road injury' https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury

[34] RNIB Travel Transport and Mobility https://www.rnib.org.uk/knowledge-and-research-hub/research-reports/travel-mobility-and-living-skills-research/travel-transport-mobility

[35] LTN's for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

roads. Subject to consultation, two new controlled crossings will be introduced as part of the Bruce Grove West Green LTN, on Bruce Grove and Belmont Road.

Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. This engagement work is complemented by the ongoing Disabled Persons and Carers survey that has been running since May 2021, paper copies of which are available from three libraries in the project area until 1st September 2021[36]. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and feedback from residents will inform the development of specific impact mitigations where necessary.

Ethnicity - Including impact relating to skin colour, nationality, language spoken and country of origin

Black, Asian and minority ethnic Londoners account for 40% of the London population. Haringey is the fifth most ethnically diverse borough in the UK. Over 65% of Haringey residents and nearly 81% of our school children come from non-White British communities, compared to 20% in England, 55% for London.190 different languages are spoken in Haringey's schools.

What we know about ethnicity

— Bruce Grove has a significantly higher proportion of residents whose ethnicity is Black (31.9%), compared to the wider Haringey population (18.8%). This is the major ethnic group in Bruce Grove[37], whereas West Green largely follows the ethnicity pattern seen in Haringey more widely, with the exception that the White British ethnic group is the third largest ethnic group (while it is usually the largest). 21.7% of West Green residents are of White British ethnicity, compared to 34.7% in Haringey[38].

— Walking is the most used type of transport by Black, Asian and non-white Londoners. (96% of Black, Asian, and non-white Londoners walk at least once a week compared with 95% of white Londoners.)

— Black, Asian, and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[39].

[36] https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey#disabled%20people

[37] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bruce_grove.pdf

38 https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_west_green.pdf

[39] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf

— Analysis in 2020 showed that in Outer London 92.5% of white Londoners live on minor roads compared to 90.6% of black Londoners. Data also shows 88.7% of Asian Londoners and 88.2% of diverse ethnic groups live on minor roads[40]

— The use of cars among black, Asian, and non-white Londoners is lower than for white Londoners; 32% of black, Asian, and non-white Londoners drive a car at least once a week compared with 41% of white Londoners (33% and 43% respectively in 2013/14).

— Driving a car is higher among Asian Londoners compared with other non-white groups: 36% of Asian Londoners drive a car at least once a week compared with 27% of black Londoners (39% and 28% respectively in 2013/14).

— Cycling levels amongst black, Asian, and non-white Londoners and white Londoners are very similar. 17% of black, Asian and non-white Londoners cycle in London at least sometimes compared with 18 % of white Londoners, in line with the proportions observed in November 2014 (18% and 17% respectively).

Assessment

With a high proportion of black, Asian and non-white Londoners residents making sustainable journeys (walking and bus trips), the reductions in road danger and increased pedestrian priority associated with LTN projects will provide conditions that broadly benefit these groups. Black, Asian, and non-white Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads[41]. When we significantly increase the number of minor roads with infrequent motor vehicles movements it is likely to benefit these groups and lead to changes in desirable changes in behavior. Furthermore, Black, Asian and ethnically diverse Londoners are also less likely than white Londoners to say that they feel safe from road collisions when walking around London at night (60% Black, Asian and ethnically diverse people compared with 74% white). In the perception survey (February 2021) residents reported high rates of speeding drivers on minor roads and removing through traffic will help to change perceptions of danger and enable more walking, wheeling and cycling for the shortest trips.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys which began in February 2021 with the perception survey. The engagement programme has been designed to bring

[40] LTN's for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

[41] TfL Casualties in Greater London during 2014 http://content.tfl.gov.uk/casualties-in-greater-london-2014.pdf

residents along on the journey to towards more inclusive and attractive streets space in Haringey. Established community groups and organisations representing different ethnic communities have been contacted and invited to participate in the various stages of engagement.. If requested, smaller feedback and discussion sessions can be facilitated with groups that have English as a second language to ensure communication is clear.

Over 180 languages are spoken by Haringey residents. 30% of Haringey residents do not speak English as their main language. This is the 6th highest rate in London and is above the statistical neighbour and London averages. Of those whose main language is not English in Haringey, one in four (24%) either do not speak English well, or do not speak it at all. This is the third largest proportion of all London boroughs, and is above the statistical neighbour and London levels as reported in Haringey at a glance[42].

All printed consultation materials can be requested in other languages. The project page can also be translated into other languages.

Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Gender

In London, the key demographic differences between women and men are employment status and household income. 37% of women are not working or are retired, with a further 14% employed part-time (compared to 21% and 6% of men respectively). Women are also more likely to be the primary carer of children at home including accompanying younger children to school. Both factors appear to influence the travel behaviour and attitudes of women in London. In transport terms, women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter according to Transport for London data[43].

— Walking is the most commonly used type of transport by women (95% walk at least once a week).

— Women are more likely to use buses than men (62% compared with 56%), but are less likely to use other types of transport including the Tube (38% women compared with 43% men)

[42] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

[43] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

— Women are less likely than men to drive at least once a week (33% compared with 42%). However, they are more likely to be a car passenger (51% compared with 37% of men)

— Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices[31]

— Women are more likely than men to experience worrying incidents when travelling on public transport and are more likely to be deterred from using public transport more often by a number of different barriers including harassment[44]

— A higher proportion of journeys made by women are for shopping/personal business than men (25% compared with 18%)

— Women are less likely than men to be employed full or part-time, and this is reflected in the smaller proportion of journeys that are made for work purposes (25% compared with 38%)

The experience of women whilst travelling in London

14% of women report experiencing some form of unwanted sexual behaviour while travelling in London in the previous year (the equivalent figure for men is 6%)[45]. Furthermore, 41% of women who experienced an incident of unwanted sexual behaviour did not report it because they felt it was not serious enough[32]. Women cycling have reported experiencing a particular kind of harassment from other road users: that of a sexual nature, and sexist harassment stemming from indignation that a cyclist – and a female cyclist at that, doubly vulnerable and bold – is daring to get in the way of a driver[46]. The experience of female cyclists facing disproportionate harassment and bad driving was proven in research by University of Westminster[47]. That women were almost twice as likely as men to be subjected to frightening 'near miss' incidents whilst cycling seemed mainly linked to the lower average speed reported by female respondents, compared with the men who took part.

Assessment

Women frequently travel as pedestrians so delivering a network of pedestrian-friendly, low traffic streets via an LTN project is expected to make choosing to cycle a great deal more

[44] Most women have been harassed on public transport https://yougov.co.uk/topics/legal/articles-reports/2020/01/22/most-women-have-been-sexually-harassed-london-publ

[45] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

[46] What are the barriers that particularly affect women? https://www.cyclinguk.org/article/campaigns-guide/women-cycling

[47] The Near Miss Project http://rachelaldred.org/wp-content/uploads/2019/03/Nearmissreport-final-web.pdf

comfortable for women. Over the long run, it is hoped that enabling residents who drive to leave the car at home more often will also help to reduce the congestion on main routes, which impacts on bus journeys and as such benefits women who tend to travel by bus more than men. Women are more likely to be primary carers for children and so it should be recognised that some may rely on motor vehicles to transport children regularly. For example, to access specialist educational settings outside of the immediate neighbourhood and in some cases these trips may require re-routing or experience some variance in journey time following delivery of an LTN (dependent on origin and destination). However, as described above, the aspiration is that more residents will choose alternative modes of transport over the long run, as has been observed in other LTNs across London, resulting in a reduction in congestion for the remainder of essential journeys.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Gender Reassignment -Where a person is a different gender to their birth gender

Between 2019/20 and 2020/21 there was a 10% increase in transgender hate crime in Haringey[48]. It is considered unlikely that transgender people will be unduly negatively impacted by the LTN project.

Assessment

It is unlikely that the introduction of an LTN will unduly impact gender reassigned people. However this EqIA should be considered an iterative assessment document and should specific issues come to light they can be investigated, mitigation considered and actions recorded here.

[48] Haringey State of the Borough

https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Pregnancy / Maternity - When a woman gives birth or is breastfeeding (up to 26 weeks)

— Haringey's General Birth Rate (GBR) has generally decreased in line with London since 2001. The sharpest decrease was between 2010 and 2017 (26%).

— 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.

— Over half the infants born in Haringey in 2017/18 were being breastfed at 6-8 weeks after birth.

Assessment

Research indicates that motor traffic pollution is linked to poor pregnancy outcomes leading to children who more susceptible to disease later in life[49] and as such action to reduce motor vehicle reliance, including LTNs, will serve to better protect pregnant women and unborn children. However we also recognize that some women may need to travel by motor vehicle more often later in pregnancy including by bus and the LTN may cause some variance in journey times in the short term. However, we also expect that in the medium to longer term a reduction in driven trips and therefore traffic congestion will favour those who need to make essential trips by motor vehicle or bus. In addition, research shows that physical activity such as walking or cycling can be an essential factor in the prevention of depressive disorders of

[49] Traffic pollution is linked to poor pregnancy outcomes https://www.bmj.com/content/359/bmj.j5511

women in the post-natal period[50] and there is good evidence that LTNs lead to people being more physically active[51].

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Religion / Belief

Haringey is one of the most religiously diverse places in the UK. According to the 2011 UK Census, the most common religion was Christianity, accounting for 45% of residents, less than London (48.4) and less than England (59.4%). The next most common religions were Muslim (14.3%) – higher than London (12.3%) -and Jewish (3%). Haringey had a lower percentage of residents who were Hindu (1.8%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). A quarter of Haringey residents stated that they did not have a religion, higher than London (20.7%).

— Compared to the rest of Haringey, Bruce Grove has a larger than average Christian population (51.6%), and among the smallest proportion of Jewish residents in Haringey (0.4%). [52]

— While following the overall borough pattern, West Green has a larger proportion of Muslim residents (21.2%) compared to Haringey (14.2%).[53]

Assessment

It is unlikely that the LTN project and associated changes to motor vehicle access will unduly impact people whose religion or beliefs are protected under the Equality Act. It should also be

[50] Physical Activity and the Occurrence of Postnatal Depression https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6780177/
[51] Low Traffic Neighbourhoods: what is the evidence from the mini-Holland interventions? https://osf.io/preprints/socarxiv/ebj89/
[52] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bruce_grove.pdf
[53] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_west_green.pdf

noted that this is an iterative assessment document and should specific issues come to light around people with protected characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

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 6,491 residents[54].

Assessment

It is unlikely that the LTN project will unduly impact people with these protected characteristics however the reported reduction in crimes associated with these projects may serve to benefit this protected group[55]. It should also be noted that this is an iterative assessment document and should specific issues come to light around people with protected characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN

[54] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

[55] LTN's show crime reduction evidence https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

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- Reducing unintentional injuries on the roads among children and young people under 25 years https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/695781/Reducing_unintentional_injuries_on_the_roads_among_children_and_young_people_.pdf

Appendix

Stakeholder groups contacted

Disability Action Haringey

Network for LGBT+ planning professionals

Mobility and Seating Solution Centre (MSSC)

Wheels for Wellbeing

Transport for All

The Alzheimer's Society Enfield

SGV Cancer Support

Venture Club for the Blind and Partially Sighted

Haringey Phoenix Group (services for visually impaired people)

RNIB

Guide Dogs

JDA - deaf and hard of hearing

Mind Haringey

Haringey Learning Disabilities Centre

Haringey Autism

HAIL's autism club

Markfield Together for Inclusion

Young Onset Dementia Support Group (YoYo)

Haringey Over Fifties

Lordship Hub Co-op

Avril's Walks and Talks

BUBIC (Bringing Unity Back Into the Community)

Women in Tottenham

Haringey LGBT Forum

Gingerbread Haringey

Haringey Families

Miller Memorial Methodist Church

Edmansons Close Chapel

St Philip the Apostle, Tottenham

Grace Baptist Chapel

Christ Apostolic Church Outreach DDC HQ

Igreja Evangelica Avivamento Da Fe

Potters House Christian Fellowship

Assunah Islamic Centre

Age UK Haringey & Enfield

DRS Care Homes

Trinity Heart Care homes

Edmanson's Close retirement housing

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Page 1:

Haringey Streets For People

Public consultation for Bruce Grove West Green Low Traffic Neighbourhood

Tell us what you think
BruceGroveLTN@Haringey.gov.uk

Page 2:

INTRODUCTION

Dear residents and businesses,
We are writing to ask for your views on the Council's proposals to deliver changes that will improve air quality, reduce traffic levels, enable safer walking and cycling in the Bruce Grove West Green LTN area.
As we emerge from the Covid 19 pandemic, how we move around the borough has never been more important. The Council declared a climate change emergency in 2018 which places tackling climate change at the heart of all its decisions.
The pandemic has shown us that more people are choosing to walk or cycle and spend time in their local areas and we want to support our communities to make healthier local journeys and create cleaner, safer streets for all to enjoy.
The Council is embarking on an ambitious programme to increase rates of walking and cycling in the borough and to improve air quality through reducing through traffic in residential areas and encouraging shorter local journeys to be taken by more sustainable modes. The wider programme is set out in the Council's Draft Walking and Cycling Action Plan which will be launched for public consultation this autumn 2021.

Overview plan of Bruce Grove West Green LTN: Area A and Area B demarcated.

Page 3:

WHAT ARE LOW TRAFFIC NEIGHBOURHOODS

Following engagement with local residents, stakeholders and schools we are proposing to introduce a trial Low Traffic Neighbourhood (LTN) in Bruce Grove West Green. Subject to your feedback to this consultation, the Bruce Grove West Green LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum period of 18 months.

A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This eliminates non-local through traffic in the area. Removing non-local through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather. Access to all addresses for motor vehicles is maintained, but residents and visitors may have to drive further, or use a different road to access their address.

A Low Traffic Neighbourhood is created by introducing modal filters at strategic points in the neighbourhood. We are planning to complement this by introducing school streets, additional crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?

Areas of Bruce Grove West Green suffer from high levels of (rat running) through traffic. This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing time to support children to walk and cycle to school safely and improve air quality outside the school gates.

We are proposing that the restrictions operate during the following dates and times:

- **8:30am and 9:30am**, and
- **2:45pm and 3:45pm**

The following groups can apply for exemptions to the school street:

- Residents who live within the School Street (2 per address)
- Blue Badge (Disabled) holders who require access to the street
- Businesses within the School Street (2 per address)
- Pupils of the school that have a disability that prevents them from walking or cycling to school

- Medical practitioner attending someone with an address in the School Street
- School bus/vehicle (only the school may apply)
- We are proposing to introduce these School Streets on a trial basis, to be reviewed after 12 months.

Page 4:

WHAT WE ARE PROPOSING

Modal Filters (trial)

These are points in the road that prevent motor vehicles from passing through but allow walking, cycling and wheeling. Modal filters will either be physical or the road will be left open for emergency access and may be enforced by cameras. As we are proposing a trial scheme, filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services.

Bus Gates

In some locations we are proposing to introduce a bus gate – a type of modal filter where only buses (and emergency service vehicles) can pass through.

New Pedestrian Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood.

School Streets (trial)

We are proposing to introduce trial school streets at two schools within the Bruce Grove West Green LTN. These are timed road closures outside of schools, usually at drop off and pick up time only. Residents will still have access to their streets during these times.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bruce Grove West Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

THESE CHANGES WILL

- Enable all local people to walk, cycle, play and live healthier lives: In 2019, 77% of trips in the borough were by foot, cycle or public transport, only 23% were by car. Only 40% of Haringey households own a car!
- Improve air quality outside the school gate
- Reduce road danger
- Make your streets quieter, healthier and cleaner
- Stop non local through traffic in particular on Langham Road and Broadwater Road.
- Enable children to walk, wheel or cycle to school –reducing school run traffic while improving health, air quality and safety

- Enable Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041

Page 5:
HOW THIS MAY IMPACT YOU

- **Walking:** quieter, safer streets
- **Cycling and wheeling**: quieter, safer streets
- **Using public transport**: walking routes to/from bus stops within the LTN will be quieter and safer, while taxis will be able to access all streets
- **Disabled access**: there are no proposals to allow vehicles displaying blue badges to drive through the filters but we want to hear from you if you feel you have a specific need that requires access.
- **Driving and parking**: many journeys between the residential zones within the LTN will not be significantly affected, while others might be longer. Parking spaces will not be significantly affected
- **Emergency access**: not affected, but a different route may be necessary

High Level Transport Assessment
The pandemic has made it difficult to capture normal levels of traffic using the area and the future remains uncertain. This makes it difficult to predict what future levels of traffic on the main roads surrounding the LTN will be. Using very limited data available, we know that that by introducing the trial LTN, we will be stopping about 510 motor vehicles in the morning rush hour and 1710 in the evening rush hour from traveling through the LTN. If the trial is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a ‘settling in’ period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant.
For more FAQs related to the Bruce Grove West Green LTN please visit:
www.haringey.gov.uk/low-traffic-neighbourhoods

WHAT WE HAVE DONE SO FAR
February and March 2021 - Engagement Stage 1 - Early Engagement: We invited local residents and businesses to take part in an online public survey, and join us for an online public meeting. Letters were sent to all addresses in the area and comments could be made by phone.
We asked residents to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in Bruce

Grove West Green neighbourhood. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the Bruce Grove West Green neighbourhood were:

- air quality concerns
- traffic congestion
- traffic volumes

The most common improvements suggested for the Bruce Grove West Green neighbourhood were:

- reduce traffic volume
- improve air quality
- reduce traffic speeds

May 2021 - Engagement Stage 2 - Community Design Workshops: We ran a series of online public workshops and stakeholder meetings for the Bruce Grove West Green LTN. The public workshops were open to all residents in the project area, and were attended by over 120 people. Letters were sent to all addresses in the area.
Attendees were able to comment on two design options for their area, and raise any potential issues or suggestions about the design. Based on their feedback, we have selected a design option to consult on.
We also launched a Disabled People and Carers Survey which we encourage responses to.
You can read more about the engagement at:
www.haringey.gov.uk/low-traffic-neighbourhoods

Page 6:
AREA A
In Area A we are proposing to introduce
16 modal filters at the following locations
1) A physical modal filter on Linden Road (at the junction with Belmont Road)
2) An emergency access only modal filter on Langham Road (southeast of the junction with Belmont Road)
3) A bus gate on Downhills Park Road (between Walpole Road and Higham Road)
4) A bus gate on Gloucester Road (between The Avenue and Higham Road)
5) A diagonal emergency access only modal filter on Dongola Road (at the junction with Higham Road)
6) A physical modal filter on Mount
Pleasant Road (between Chester Road and The Avenue)
7) A bus gate on The Avenue (between

Chandos Road and Sperling Road)
8) A bus gate on Broadwater Road (between The Avenue and Wimbourne Road)
9) A bus gate on Radley Road (at the junction of Broadwater Road)
10) A physical modal filter on Linley Road (at the junction of Bruce Grove)
11) A physical modal filter on Pembury Road (at the junction with Tottenham High Road)
12) An emergency access only modal filter on Moorefield Road (at the junction with Bruce Grove)
13) An emergency access only modal filter on Sperling Road (east of Woodside Gardens)
14) A physical modal filter on Clacton Road (between Sperling Road and St Loys Road)
15) An emergency access only modal filter on St Loys Road (east of Clacton Road)
16) An emergency access only modal filter on Forster Road (between Chaplin Road and Winchelsea Road)

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.

As part of the trial LTN, we are proposing to convert some sections of one way streets to two way operation. These are:

- Mount Pleasant Road (between The Avenue and Chester Road)
- Clacton Road
- Moorefield Road
- Broadwater Road (between The Avenue and Wimbourne Road)
- We are also proposing to reverse the direction of Lordsmead Road from one way southbound to one way northbound.

Where roads have been converted from one way to two way, we may need to remove some parking spaces to provide passing places for vehicles.

School Streets Area A
1) The Willow Primary School and The Brook Primary School
Outside of The Willow Primary School and the Brook Special Primary School we are proposing to temporarily close a section of Adams Road between Moira Close and Gloucester Road. We are also proposing to temporarily close Moira Close. These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times. Residents of Adams Road and Moira Close will still be able to access their properties during this time.

2) Bruce Grove Primary School
Outside of Bruce Grove Primary School, we are proposing to temporarily close Sperling Road. We are also proposing to temporarily close a section of The Avenue between Bruce Grove and Sperling Road. These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.
Residents of The Avenue, Woodside Gardens and the western section of Sperling Road will still be able to access their properties during this time from Bruce Grove. Residents of the eastern section of Sperling Road will be able to access their properties from Moorefield Road.

Page 7:
AREA B
In Area B we are proposing to introduce 6 modal filters at the following locations:
1) A physical modal filter on Sandringham
Road (at the junction of Downhills Way)
2) A physical modal filter on Rusper Road (at the junction of Downhills Way)
3) An emergency access only modal filter on Downhills Park Road (west of the junction with Belmont Road/Downhills Way)
4) A physical modal filter on Belmont Avenue (at the junction of Belmont Road)
5) An emergency access only modal filter on Langham Road (to the west of the junction with Belmont Road)
6) An emergency access only modal filter on Carlingford Road (between Green Lanes and Crescent Road)

School Streets Area B
3) The Grove School
Outside of The Grove School we are proposing to temporarily close:

- A section of Downhills Park Road between Mannock Road and Belmont Road/Downhills Way
- A section of Mannock Road between Downhills Park Road and Boundary Road
- Ivatt Way
- Belmont Avenue
- Crossfield Road

These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times. Residents of these roads will still be able to access their properties from Boundary Road and Sirdar Road during this time.
4) Belmont Junior School
Outside of Belmont Junior School we are planning to temporarily close a section of Rusper Road between Downhills Way and Boundary Road. We are also planning to close Sandringham Road.

These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times. Residents of these roads will still be able to access their properties from Boundary Road during this time.

Page 8:
Map showing proposed interventions in Area A

Page 9:
Map showing proposed interventions in Area B

Page 9:
ADDITIONAL MEASURES
We are also proposing to introduce new crossings and cycle hangars across Bruce Grove West Green LTN. Unlike the modal filters and school streets, which will be introduced as a trial, we are proposing to introduce cycle hangars and crossings as permanent changes.

Crossings
We are proposing to introduce two new zebra crossings within the neighbourhood. These are:
1) A new zebra crossing at Phillip Lane (by the junction with Downhills Park Road)
2) A new zebra crossing at Belmont Road (connecting to the southwestern entrance of Downhills Park)

Further design work will be needed to determine the exact location of the crossings.

Cycle Hangars
We are proposing to introduce 6 cycle hangars within the Bruce Grove West Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.
Local residents may rent a cycle hangar space by paying an annual fee and key deposit to Cyclehoop. For further information on cycle hangars and details of charges, visit*: www.cyclehoop.com*

We have received several requests for cycle hangars from residents across the area. Cycle hangars have been proposed on streets where we have received multiple requests.
We are proposing cycle hangars to replace parking bays outside the following addresses:

1) 161 Mount Pleasant Road
3) 98 Ranelagh Road
5) 137 Boundary Road
2) 90b Mount Pleasant Road
4) 37 Keston Road
6) 24 Belmont Road

WHAT HAPPENS NEXT
Your feedback in this consultation will help shape the changes we are proposing for the area and the phasing of the next steps:

AUTUMN 2021: Decision on next steps
We will consider your consultation feedback to decide on next steps.
AUTUMN 2021: Update
We will notify all residents and businesses on the outcome of the consultation.
AUTUMN 2021/WINTER 2021: Trial implementation (subject to your consultation feedback) and start of 6 months formal consultation.

- Modal filters and School Street proposals implemented as trial changes under an experimental traffic order
- Cycle hangars and new crossings implemented as permanent measures

SUMMER 2021 – EARLY 2022: Monitoring
Ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.
AUTUMN 2022: **Review**
Review of feedback and monitoring data to consider whether to make the trial changes permanent.
AUTUMN/ WINTER 2022: Decision
Decision on Bruce Grove West Green trial LTN.
AUTUMN/ WINTER 2022: Update
We will notify all residents on the outcome of the decision and the next steps.

HAVE YOUR SAY
We want to hear your views on the changes we are proposing for the area and the phasing. You can have your say online or by filing in the paper copy of the survey. **Please submit your response to this consultation no later than 17th September 2021. You can do this via one of the following three options below:**

Online
Fill in a questionnaire for the Bruce Grove West Green LTN which is found by following this link:
www.haringey.gov.uk/low-traffic-neighbourhoods

Post
Fill in your paper copy of the questionnaire and return it to the freepost address:
Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 225 High Road, Wood Green, N22 8HQ

E-mail
Fill in the questionnaire and email it to:
BruceGroveLTN@Haringey.gov.uk

In person
Visit one of the libraries below to fill in the questionnaire in person. You can also leave the completed questionnaire at the same library.
Marcus Garvey Library, 1 Philip Lane, N15 4JA
Coombes Croft Library, 4 High Road, N17 8AG
St Ann's Library, Cissbury Road, N15 5PU
Alexandra Park Library, Alexandra Park Road, N22 7UJ
Wood Green Library, 187-197A High Road, N22 6XD

Haringey Streets for People

Bruce Grove West Green Low Traffic Neighbourhood

Public Consultation: Summary of Results

November 2021

sustrans JOIN THE MOVEMENT

Haringey LONDON

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Executive Summary

0.1 This report details the process and results of the public consultation on the proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bruce Grove West Green area within LB Haringey.

0.2 The consultation was accompanied by a range of public engagement activities which were supported by Sustrans.

0.3 In total 1,223 people responded to the consultation – 1,122 via the online portal and 101 via paper surveys

0.4 The majority of responses were from residents in the Bruce Grove West Green area. Most respondents not in the Bruce Grove West Green LTN area visit friends, family, or businesses in the area.

0.5 While the survey was filled in by a range of respondents, responses are not representative of the population of the area. Consultation results should be understood within this context. Groups that are underrepresented in the survey include: those without access to a private car; those identifying as "Black/African/Caribbean/Black British" and "Asian/British Asian"; men; and those aged under 34. The number of people who said the had a disability and/or a long term illness is roughly in line with national averages.

0.6 Respondents used a sliding scale from 1 to 5 to respond to questions, with 1 being negative and 5 being positive. When asked how they felt about LB Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN: 36% selected "1 – Negative", and 6% selected "2". 4% selected "3". 5% selected "4" and 47% selected "5 – Positive".

0.7 Respondents were also asked about the changes being proposed in the two consultation areas. There were similar patterns of responses to these, with 44%-46% selecting "1-Negative" and 38%-41% selecting "5-Positive". Those selecting "2", "3", "4", or "I don't know" were each 6% or under respectively.

0.8 There was high levels of positivity for the proposed crossings, bike hangars and School Streets.

0.9 The main reasons people gave for negativity around the proposed changes included:

- Concerns around the impact on congestion and traffic volumes on main roads in the area
- Concerns around increased car journey times
- Linked to both these points, people raised concerns around the impact on air quality in the area and raised concerns around the equity of the LTN for those living on main roads
- The impact of increased traffic on road safety
- Other less common reasons people gave included concerns around access to houses and/or local amenities, personal security on quieter roads, and accessibility of emergency services

Executive Summary

0.10 Comments also highlighted some of the expected benefits of the proposals, including making it easier to walk and cycle, improved safety, and environmental benefits.

0.11 As well as feeding back on very specific aspects of the scheme, the most common suggestions for changes to the scheme included further improvements to walking and cycling provisions in the area, further traffic calming measures (e.g. speed humps and speed cameras), as well as additional/ cheaper cycle hangars to be installed in the area.

0.12 Responses were broken down by different groups to provide additional insight and understanding of how different people feel about the proposals.

0.13 Those living within the LTN area were more positive about reducing vehicle traffic in Bruce Grove West Green than negative, however, when asked about specific LTN schemes they were more negative than positive. Residents from Haringey that live outside the LTN area and boundary roads were the most positive towards the changes.

0.14 Residents living on boundary roads in the LTN area (including Belmont Road and Downhills Way) were more negative towards the changes than those living on minor roads within the LTN area and those living outside the LTN area.

0.15 Respondents without access to a private car were more positive than those with access to a private car.

0.16 Those who currently travel around the area by driving were more negative about the changes than overall. Those who travel around the area by cycling or walking with prams/pushchairs/buggies were the most positive groups when broken down by travel mode.

0.17 Respondents with a physical or mental health condition/illness were more negative about the proposals than those without.

0.18 Disabled respondents and carers in the area gave similar reasons for being negative about the schemes to overall responses. However, many of them linked their concerns to their disability – e.g. longer journeys to health services, the ability of carers to meet appointments, being unable to walk or cycle places due to a disability/health issue.

0.19 Those aged 25-34 and 35-44 were the most positive age groups

0.20 Women were less positive about the proposed changes than men.

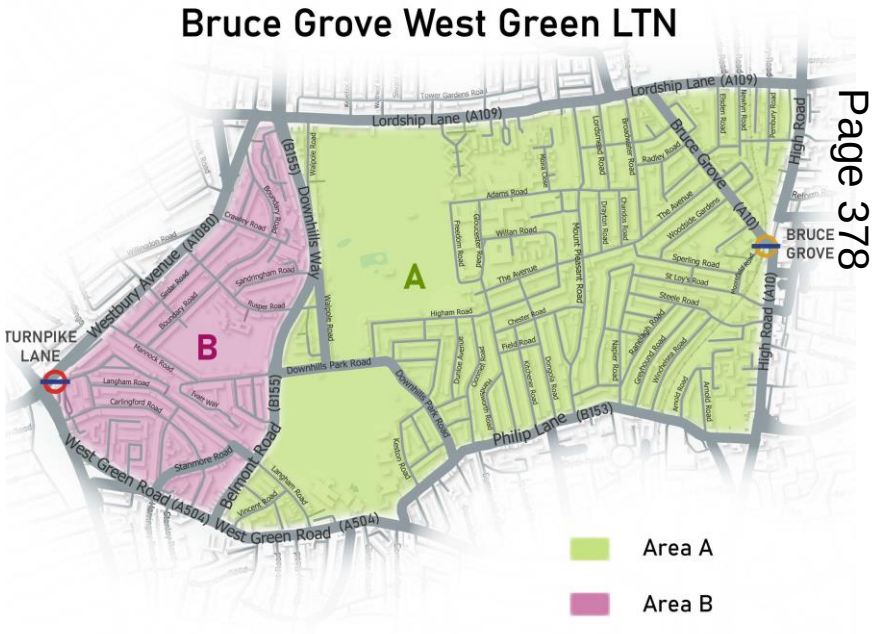
1.0 Introduction

1.1. Between 16th August and 17th September 2021 LB Haringey carried out a public consultation on a proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bruce Grove West Green area in Haringey (see map). This report provides details on how the consultation was undertaken, as well as a summary of the consultation responses and officer responses to these.

1.2 The measures consulted on were:

- The creation of two LTN areas, with a mix of physical and emergency access modal filters and bus gates (trial)
- Four School Streets (trial)
- Two new zebra crossings
- Six new cycle hangars

1.3 In total 1,223 people responded to the consultation – 1,122 via the online portal and 101 via paper surveys.



2.0 Engagement

2.0 Engagement

2.1 LB Haringey (working with consultants Sustrans) delivered a comprehensive engagement package both before and during the consultation on Bruce Grove West Green LTN. The aim of this engagement was to inform residents, businesses and other stakeholders about the proposed LTN and invite their comments and feedback on design proposals.

2.2 Engagement methods included letters and mail outs, on-street posters, lamppost wraps and engagement boards, online workshops, on street pop-ups, door to door business engagement, councillor briefings and targeted stakeholder engagement. These tools were designed to reach as wide an audience as possible, and included particular efforts to reach user groups that are often excluded from consultations.

2.3 The engagement happened in three phases:

- **Phase 1 - Early Engagement (February- March 2021)**
- **Phase 2 - Community Design Workshops (April - June 2021)**
- **Phase 3 – Public Consultation (August - September 2021)**

Phase 1 - Early Engagement (February- March 2021)

2.4 During phase 1, we wanted to gather the views of residents and businesses on their local area. We launched an online commonplace map tool for the Bruce Grove West Green LTN. This tool encouraged residents to suggest issues and opportunities in the area, and propose improvements and interventions they would like to see in their neighbourhood

2.5 We ran an online Q&A meeting. This was attended by around 120 people. Participants were able to ask questions about Haringey's proposed LTN programme and walking and cycling action plan.

2.6 We sent a letter to all addresses in the area, and put up on street lamppost posters. This informed residents and other stakeholders of the online commonplace tool, and the online Q&A meeting

2.7 We also held targeted meetings with schools, emergency services and disability groups

Figure 2.1 Public Meeting Poster



Phase 2 - Community Design Workshops (April - June 2021)

2.8 We produced design options for the Bruce Grove West Green LTN based on the results of the online commonplace tool. We then invited feedback on our proposed design options in a series of online workshops. During this phase we delivered:

- Resident design workshops x 2 (attended by approximately 150 residents)
- Stakeholder design workshop (local stakeholders specifically invited)
- Ward councillor workshop
- Workshop with disability groups

2.9 In the workshops we presented two design options per LTN area, and invited participants to comment on the proposals and raise any issues or suggestions about the design.

2.10 Letters were sent to all addresses in the area, and we put up lamppost posters around the neighbourhood.

2.11 We also launched a survey for disabled people and carers in the project area.

Figure 2.2 Letter to residents (example from Bounds Green LTN)



Leader and Cabinet Office
Cllr Matt White Cabinet Member for Planning and Corporate Services

Haringey LONDON

Date: 10/05/2021
Contact: Transport Planning Team
Direct dial: 0208 489 3433
Email: BoundsGreenLTN@haringey.gov.uk

Dear Resident,

Re: Bounds Green Low Traffic Neighbourhood (LTN) – Design workshops – Get Involved

We wrote to you back in February informing you of our proposal for a Low Traffic Neighbourhood (LTN) in the Bounds Green area and invited you to take part in an early engagement exercise both online and offline and to participate in a public meeting, both of which have taken place. To find out more about Haringey's LTN programme, including a map of the LTN area, a summary of the early engagement activities and a Frequently Asked Questions (FAQs) document, please visit: www.haringey.gov.uk/low-traffic-neighbourhoods.

We have listened to your views on the transport and traffic issues in the Bounds Green area, including the changes you would like to see made in Bounds Green, and we are now progressing to the next stage of the community engagement.

You told us that air quality, traffic congestion and traffic volumes in this part of the borough are your biggest concerns. An LTN in this area would help to deliver a solution to tackle these issues.

Design options for what the LTN could look like have been prepared based on your responses and we would like to present these to you and receive your feedback.

The options are complementary to the ongoing engagement Enfield Council is undertaking to monitor

Phase 3 – Public Consultation (August - September 2021)

2.12 We ran a consultation for the Bruce Grove West Green LTN from 16th August 2021 to 17th September 2021. The consultation encouraged residents, businesses and other stakeholders to feedback on a proposed design for the LTN

2.13 At the start of the consultation, all addresses within the area were sent a mail out. This contained:

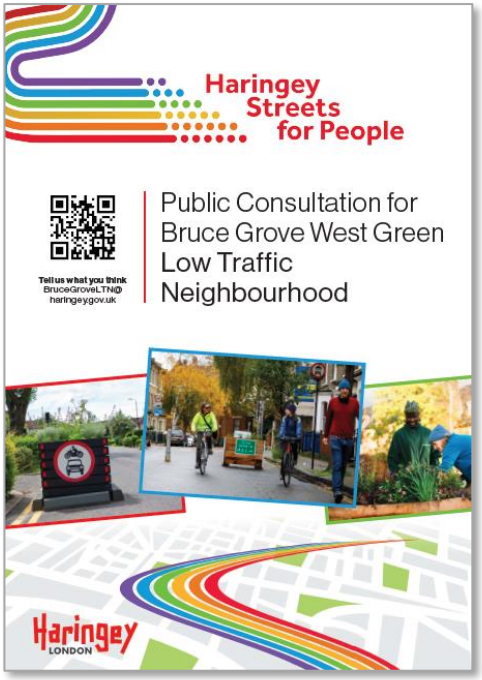
- An information booklet - which explained the LTN proposals in detail
- A paper consultation survey - which could be used to respond to the consultation
- A translation sheet - which could be used to request translation of the consultation materials

2.14 The consultation could be responded to by:

- Completing and online survey
- Completing a paper survey and posting it to LB Haringey
- Completing a paper survey and returning it to a public library
- Emailing or phoning LB Haringey

.

Figure 2.3 Consultation information booklet



Phase 3 – Public Consultation (August - September 2021)

2.15 Seven on street pop-ups were carried out in Bruce Grove West Green during the consultation. With engagement staff handing out leaflets about the project and reminding local people to fill out the consultation. Using engaging boards with the designs and other key project information meant that we were able to explain the project and answer any questions people had on site, increasing understanding and promoting participation in the consultation. The on street pop ups took place at:

- Turnpike Lane Station
- Lordship Recreation Ground Hub
- Bruce Grove Primary School
- Willows Primary School/ The Brook Primary School
- The Grove School/Belmont Junior School/Belmont Infant School
- Broadwater Farm x 2

2.16 Two sets of engagement boards were stationed in key locations in Bruce Grove and West Green. The boards prominently displayed information about the LTN schemes, showing the design for the area and directing people to fill out the consultation. In addition 25 lamppost wraps and 100 posters were placed across the LTN area. These informed residents that the consultation was taking place and encouraged them to participate.

2.17 We also launched a survey for businesses in and adjacent to, the project area. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. We carried out two full days of business surveying, delivering paper surveys to all businesses in the project area, and provided an opportunity for them to ask questions about the LTN.



On Street Pop Up at Lordship Rec Hub

Phase 3 – Public Consultation (August - September 2021)

2.18 Broadwater Farm Estate was highlighted as an area within the Bruce Grove West Green LTN where many residents are underrepresented in consultations. We carried out additional on street pop ups here to facilitate participation. Using engagement boards and staff positioned at key locations, leaflets were handed out to local residents reminding people about the project. Residents were able to stop and ask questions about the proposals. Leaflets and information were shared at the bus stop and shops/facilities/Community Centre on the Estate. Leaflets translated into Kurdish and Somali were also placed in the entry halls of buildings within the estate.

2.19 We worked with Disability Action Haringey (DAH) throughout the engagement process through a series of video calls and an online workshop, DAH provided guidance and feedback on out designs.

2.20 We also conducted an on street accessibility audit with DAH around the Bruce Grove West Green area. Attendees included a full time wheelchair user, a light-weight 4-wheel mobility buggy user and a person who was limited in how far they could walk. The audit took the form of a guided walk around the neighbourhood. Themes highlighted included:

- Footway quality including surfacing and micro-upstands around pavers
- Pinch points (bins/cars) and vegetation management,
- Accessibly of existing dropped kerbs and lack of dropped kerbs
- Inaccessible vehicle crossovers (grade separated)
- Blue Badge holder access and constraints
- Use of the carriageway by wheelchair users
- Disability related law



On Street Accessibility Audit

3.0 Participants and Demographics

Participants and Demographics

1,223 individuals and 9 groups responded to the survey

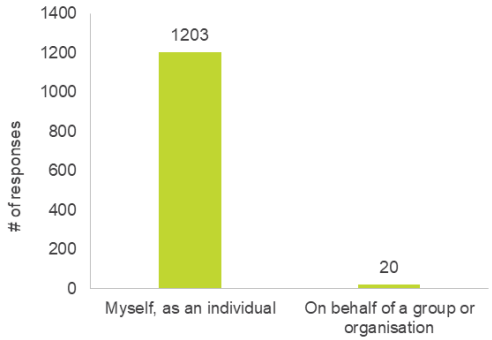
3.1 Participants were asked a series of questions that helped to understand who has responded to the consultation. These questions included their relationship to the area, where they live, and questions about demographics. The data from these questions should be used to contextualise the consultation data. Responses to the consultation is also broken down by some of these questions later in the report.

3.2 Participants were asked who they are responding on behalf of. Of those that answered the question, 98% said "myself as an individual" and 2% were responding on behalf of a group or organisation.

3.3 Organisations and groups that gave responses are listed below*. Responses that represent key groups can be found in Appendix C:

- Ducketts Green Residents Group
- JSJ Smart Homes LTD
- Belmont Infant School
- The Grove
- Mems Diy ltd
- Tottenham & Wood Green Friends of the Earth
- Vale School
- Downhills park cafe
- Haringey Living Streets

Chart 3.1: Who are you responding behalf of?



Who are you responding on behalf of?	# of responses	% of responses
Myself, as an individual	1,203	98%
On behalf of a group or organisation	20	2%
Total	**1,223**	**100%**

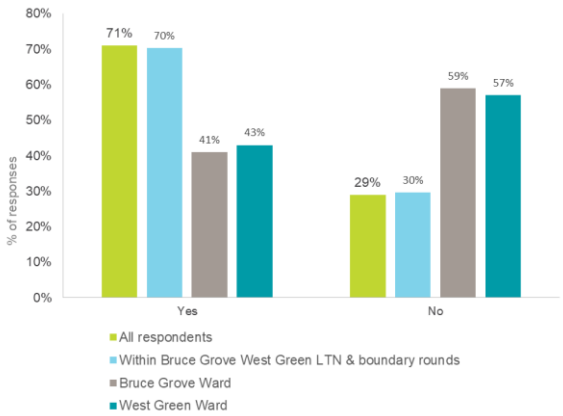
*9 responses were on behalf of recognised groups or organisations. Other responses were from non-recognised groups or on behalf of multiple people.

Participants and Demographics

29% of respondents do not own or have access to a private car

3.4 Participants were asked if they owned or had access to a private car. Of those that answered the question, 29% said “No” and 71% said “Yes”. In comparison, West Green ward has 57% of households without a car/motor vehicle and Bruce Grove ward has 59% without a car/motor vehicle. Borough wide, 52% of households do not have a car/motor vehicle in Haringey.

Chart 3.2: Do you own or have access to a private car?



Do you own or have access to a private car?	# of responses	% of responses	% of responses within Bruce Grove West Green LTN & Boundary roads	Bruce Grove Ward*	West Green Ward*
Yes	864	71%	70% (621 responses)	41%	43%
No	352	29%	30% (262 responses)	59%	57%
Total	**1213**	**100%**	**100%**	**100%**	**100%**

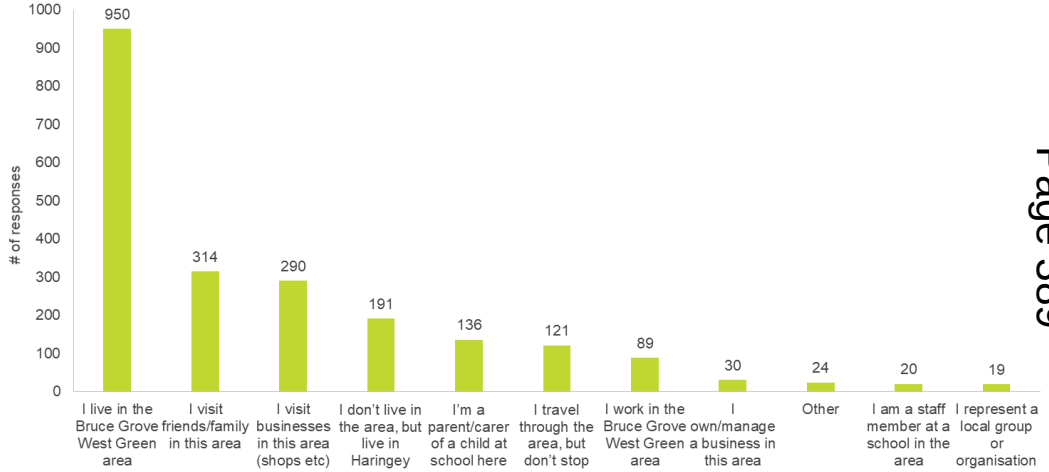
*Data from https://www.haringey.gov.uk/local-democracy/about-council/state-borough/ward-profiles Note that West Green and Bruce Grove wards overlap but are not equal to the Bruce Grove West Green LTN area

Over three quarters of the respondents said they live within the Bruce Grove West Green area.

3.5 Participants were asked how they are connected to the Bruce Grove West Green area. For this question, the Bruce Grove West Green area was defined by the participants themselves. Participants could select more than one option. Of those that answered the question 78% said they live in the Bruce Grove West Green area in Haringey.

How are you connected to the Bruce Grove West Green area?	# of responses*	% of responses
I live in the Bruce Grove West Green area	950	78%
I visit friends/family in this area	314	26%
I visit businesses in this area (shops etc)	290	24%
I don't live in the area, but live in Haringey	191	16%
I'm a parent/carer of a child at school here	136	11%
I travel through the area, but don't stop	121	10%
I work in the Bruce Grove West Green area	89	7%
I own/manage a business in this area	30	2%
Other**	24	2%
I am a staff member at a school in the area	20	2%
I represent a local group or organisation	19	2%

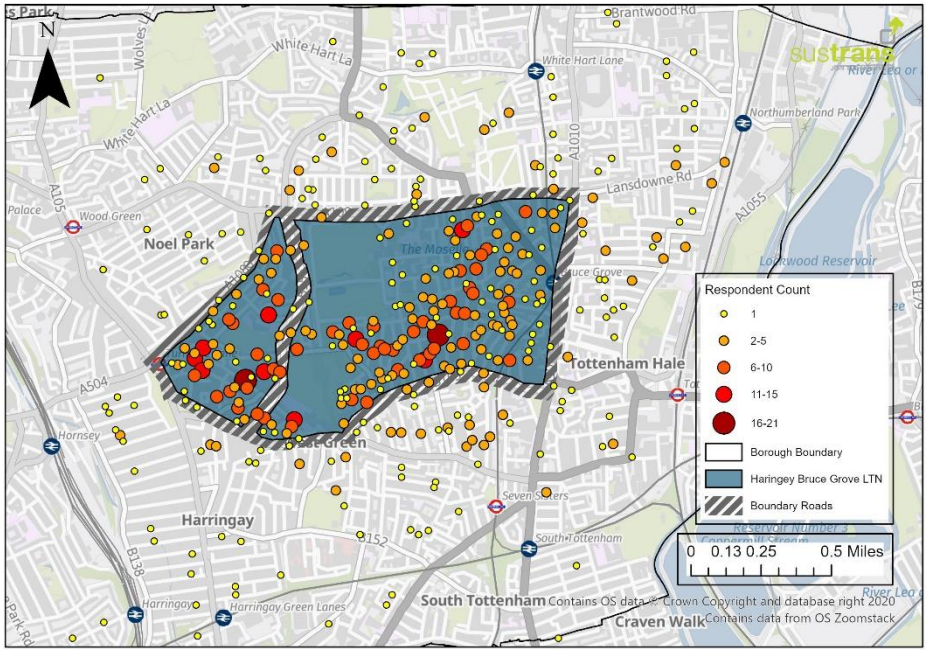
Chart 3.3: How are you connected to Bruce Grove West Green area?



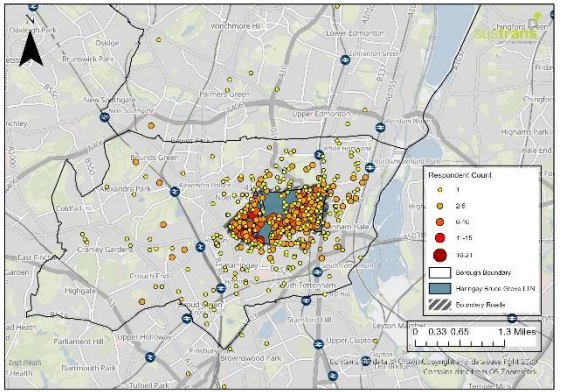
* Participants could select multiple answers
**See Appendix for full list of "Other" responses

The majority of respondents were from the London Borough of Haringey

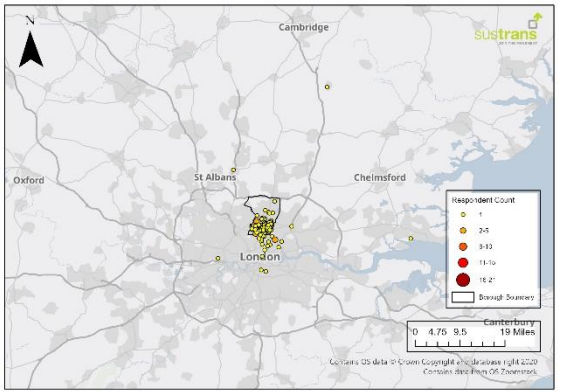
Map 3.1: Location of respondents: LTN area



Map 3.2: Location of respondents: Haringey



Map 3.3: Location of respondents: London



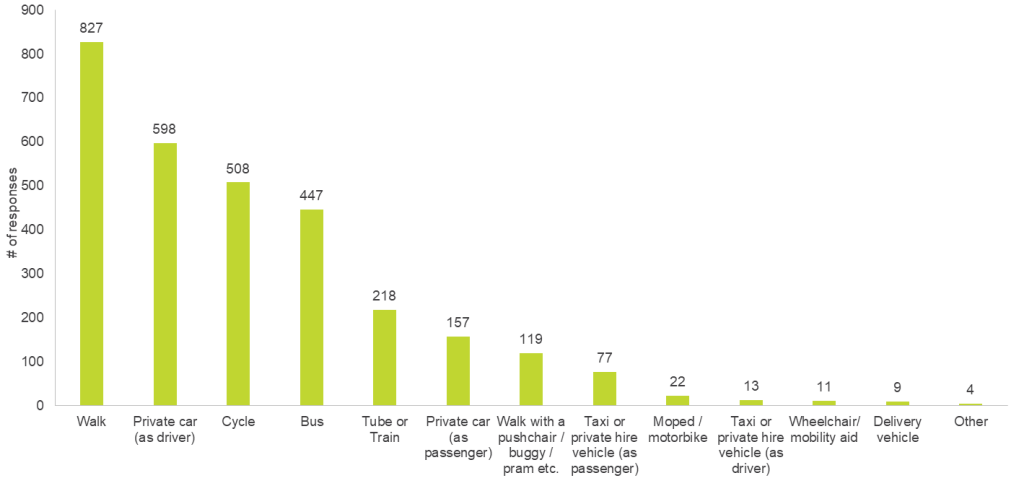
3.6 Participants were also asked for their postcodes. From this, 70% live within the Bruce Grove West Green LTN area, 5% live on boundary roads, 21% live outside the LTN area and boundary roads, but within LB Haringey, and 4% live outside LB Haringey. 36 postcodes could not be analysed.

The most common forms of travel around Bruce Grove West Green by respondents is “Walking” followed by “Private Car (as driver)” and “Cycling”

3.7 Respondents were asked how they usually travel in and around the Bruce Grove West Green area. Participants could select up to three responses. Of those that answered the question 68% said “walk”, 49% said “private car as driver”, 42% said “cycle”, 37% said “bus”, 18% said “tube or train”.

How do you usually travel in and around the Bruce Grove West Green area?	# of responses	% of responses
Walk	827	68%
Private car (as driver)	598	49%
Cycle	508	42%
Bus	447	37%
Tube or Train	218	18%
Private car (as passenger)	157	13%
Walk with a pushchair / buggy / pram etc.	119	10%
Taxi or private hire vehicle (as passenger)	77	6%
Moped / motorbike	22	2%
Taxi or private hire vehicle (as driver)	13	1%
Wheelchair/ mobility aid	11	1%
Delivery vehicle	9	1%
Other	4	0%

Chart 3.4: How do you usually travel in and around the Bruce Grove West Green area?



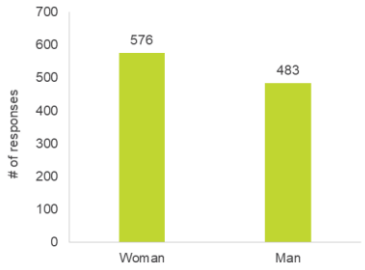
Participants and Demographics

More women than men responded to the survey.
The most common age group selected was 35-44.

3.8 50% of respondents selected “woman”, while 42% selected “man”. 1% said they were “non-binary”, while 1% selected “Other/I prefer to self describe”.

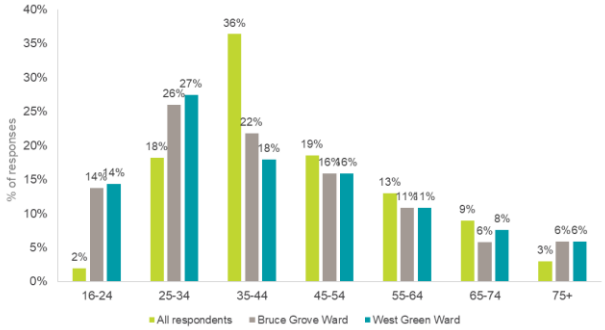
3.9 The most common age groups selected were 35-44 (36%). Comparing data to local ward data suggests the survey has an underrepresentation of those under 34.

Chart 3.5: What best describes your gender?



What best describes your gender	# of responses	% of responses
Woman	576	50%
Man	483	42%
Non-binary	10	1%
Other / I prefer to self-describe	8	1%
I prefer not to say	77	7%
Total	**1154**	**100%**

Chart 3.6: What is your age?



What is your age?	# of responses	% of responses	Bruce Grove Ward %	West Green Ward %
16-24	21	2%	14%	14%
25-34	195	17%	26%	27%
35-44	390	34%	22%	18%
45-54	199	17%	16%	16%
55-64	139	12%	11%	11%
65-74	96	8%	6%	8%
75+	32	3%	6%	6%
Total	**1072**	**100%**	**100%**	**100%**
Prefer not to say	**80**			

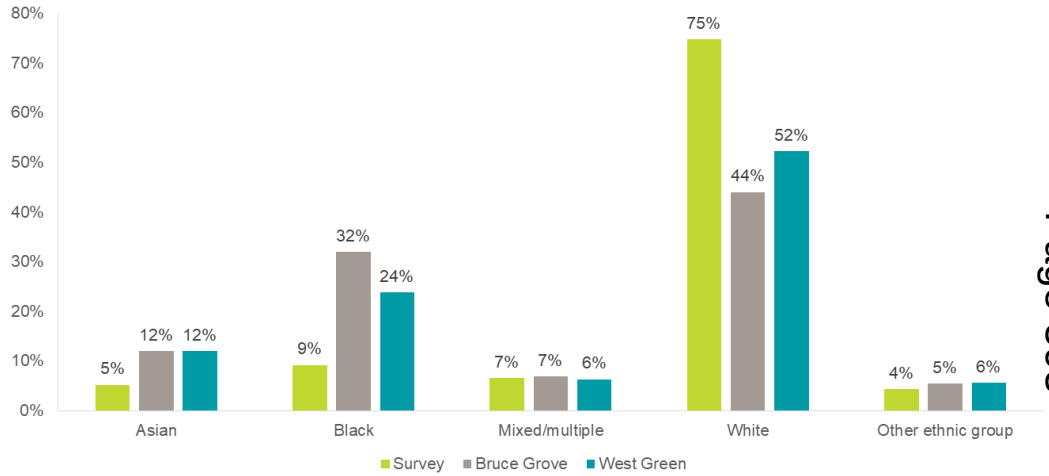
*Ward age data from https://data.london.gov.uk/dataset/gla-population-projections-custom-age-tables. Percentages refer to population over 16 only. Note that West Green and Bruce Grove wards overlap but are not equal to the Bruce Grove West Green LTN area

75% of the respondents described their ethnicity as White.

3.10 Participants were asked how they would best describe their ethnicity. 75% of respondents selected “White”, while 9% selected “Black/African/Caribbean/Black British ”. 7% said they were “Mixed/multiple”, while 5% said they were “Asian/Asian British” and 4% selected “Other ethnic group”*. 140 people preferred not to say.

3.11 Comparing the ethnicity of survey respondents to the ethnicities of residents in both the Bruce Grove and West Green Wards* indicates the survey has a underrepresentation of those from Asian/Asian British and Black/African/Caribbean/Black British backgrounds.

Chart 3.7: What best describes your ethnicity?



Ethnic Group	Survey#	Survey%**	Bruce Grove Ward*	West Green Ward*
Asian/Asian British	52	5%	12%	12%
Black/African/Caribbean/Black British	92	9%	32%	24%
Mixed/multiple	69	7%	7%	6%
White	753	75%	44%	52%
Other ethnic group	38	4%	5%	6%
Total	**1001**	**100%**	**100%**	**100%**
I prefer not to say**	140			

*Ward ethnicity data from https://www.citypopulation.de/en/uk/London/ Note that West Green and Bruce Grove wards overlap but are not equal to the Bruce Grove West Green LTN area
**% in plot do not include respondents who selected “I prefer not to say”

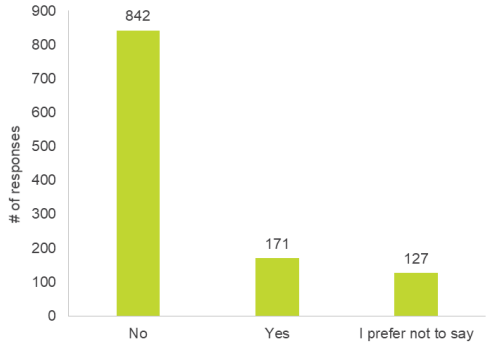
Participants and Demographics

15% of the respondents said they have a physical or mental health condition/illness.

3.12 When asked whether they have any long term physical or mental health condition/illnesses, 74% of respondents selected “No”, while 15% selected “Yes”. 11% of respondents preferred not to say.

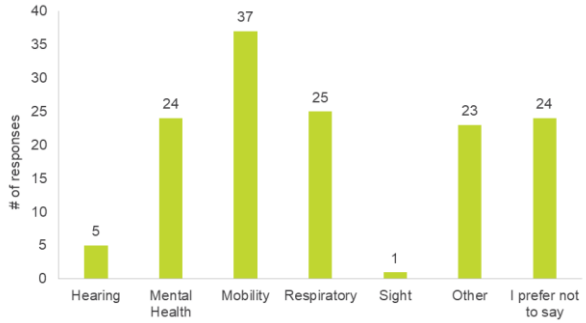
3.13 Respondents who answered “Yes” to the question above, were asked to give details on the condition. The most common condition/illness was Mobility which 26% of the respondents selected. 18% of respondents who answered the questions selected “Respiratory” , 16% selected “Mental Health”, 4% selected “Hearing”, 1% selected “Sight” and 17% selected “Other”. 17% of people who responded to the question preferred not to say.

Chart 3.8: Do you have any long term physical or mental health conditions/illnesses?



Do you have any long term physical or mental health conditions/illnesses?	# of responses	% of responses
No	842	74%
Yes	171	15%
I prefer not to say	127	11%
Total	**1140**	**100%**

Chart 3.9: Please give details of your physical or mental health conditions/illnesses*



Please give details [of long term physical or mental health conditions/illnesses]	# of responses	% of responses	# of responses (paper survey responses)	% of responses (online survey responses
Hearing	5	4%	4	11%
Mental Health	24	17%	4	11%
Mobility	37	27%	12	32%
Respiratory	25	18%	8	21%
Sight	1	1%	2	5%
Other	23	17%	3	8%
I prefer not to say	24	17%	5	13%
Total	**139**	**100%**	**38**	**100%**

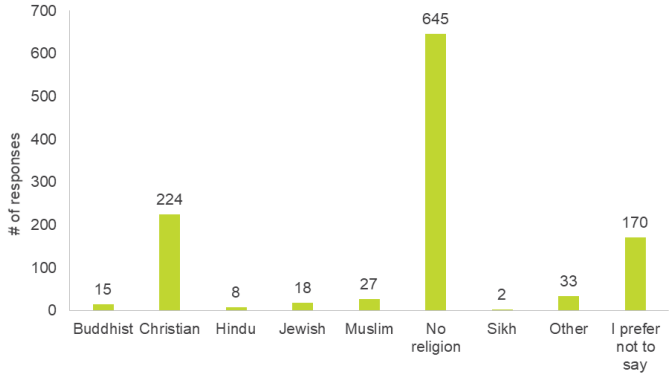
*Only responses from online survey are represented in the plot. For details on the paper survey responses please see Appendix A

89% of the respondents said English was their main language.

3.14 Respondents were asked their religion. The two most common responses were “No religion” (56% of respondents) and “Christian” (20% of responses). 9% selected other religions, and 15% of respondents preferred not to say.

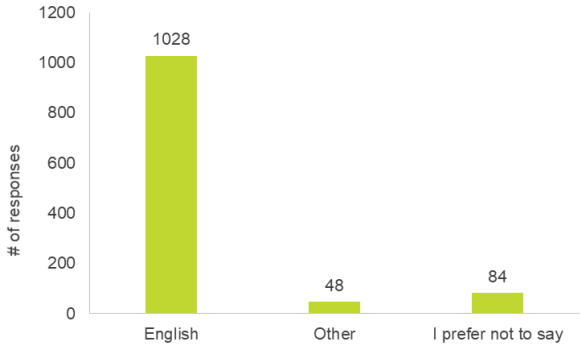
3.15 When asked what was their main language, 89% of respondents said “English”, while 4% said “Other” and 7% preferred not to say.

Chart 3.10: What is your religion?



What is your religion?	# of responses	% of responses
Buddhist	15	1%
Christian	224	20%
Hindu	8	1%
Jewish	18	2%
Muslim	27	2%
No religion	645	56%
Sikh	2	0%
Other	33	3%
I prefer not to say	170	15%
Total	**1142**	**100%**

Chart 3.11: What is your main language?



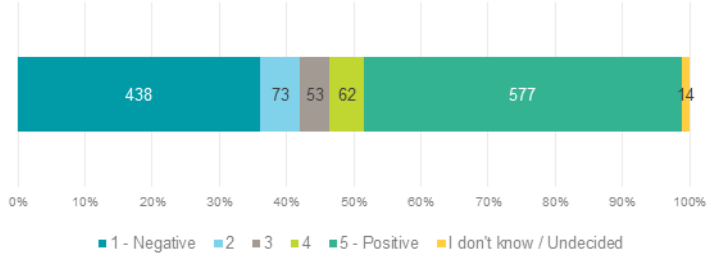
What is your main language?	# of responses	% of responses
English	1028	89%
Other	48	4%
I prefer not to say	84	7%
Total	**1160**	**100%**

4.0 Consultation results: Overall

53% of respondents were positive and 42% were negative about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN.

4.1 Respondents were asked how they felt about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West LTN. Of those that answered the question, 53% (639 responses) felt positively about the proposal whilst 42% (511 responses) felt negatively*. 4% (53 responses) selected “3” - neither negative or positive, and 1% (14 responses) said they don’t know.

Chart 4.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN?



How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN?	# of responses	% of responses
1 - Negative	438	36%
2	73	6%
3	53	4%
4	62	5%
5 - Positive	577	47%
I don't know / Undecided	14	1%
Total	**1,217**	**100%**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Half of respondents felt negatively towards the proposed changes in Area A

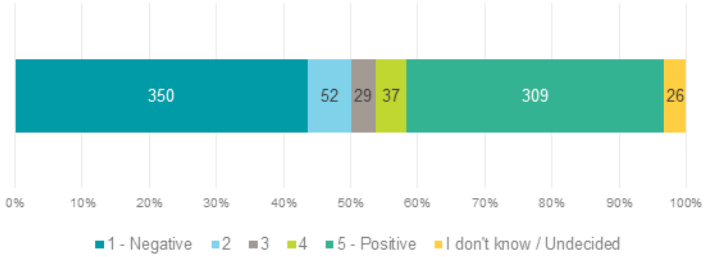
Consultation results: Area A

4.2 For Area A, respondents were asked how they feel about the proposed changes.

4.3 Overall, there were more negative than positive responses*.

4.4 Of people that responded to the question, 50% (402 respondents) felt negatively, 43% (346 respondents) felt positively and 29 respondents were neither negative nor positive. 26 respondents said they did not know.

Chart 4.2: How do you feel about the proposed changes in Area A?



Area A	# of responses
1 - Negative	350
2	52
3	29
4	37
5 - Positive	309
I don't know / Undecided	26
Total	**803**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

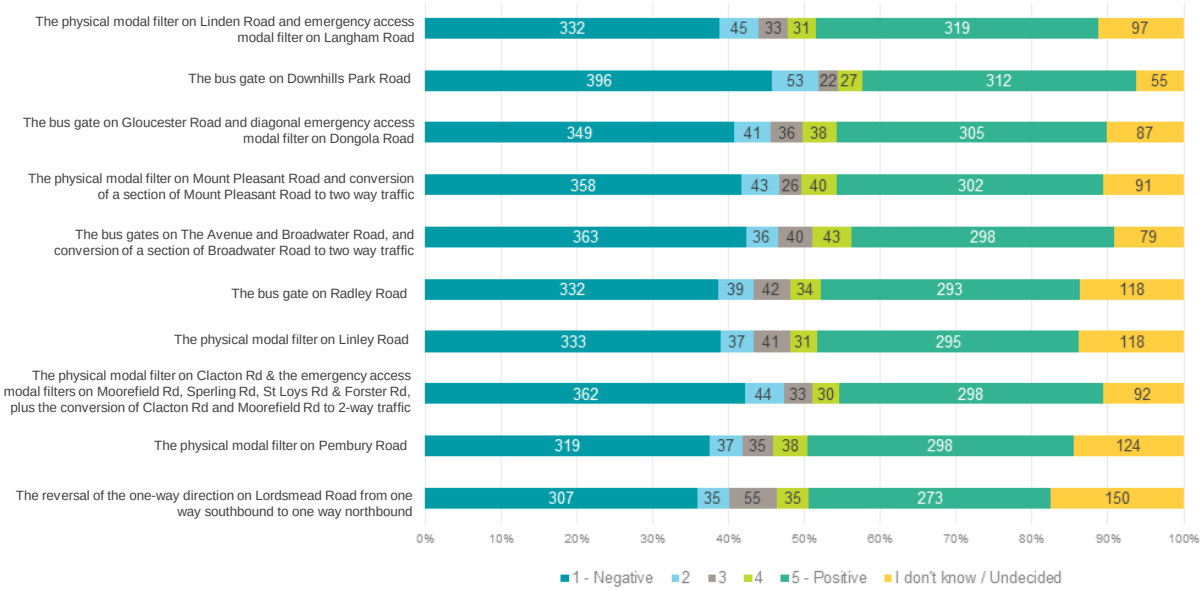
Responses were similar across the changes in Area A

Area A

4.5 Respondents were also asked how they feel about the 10 specific changes in Area A.

4.6 Overall, there were more negative than positive responses for all the changes. Sentiment towards the specific changes did not differ much. The proposal to reverse the one-way direction on Lordsmead Road had the fewest negative responses*, whilst the bus gate on Downhills Park Road had the most.

Chart 4.3: How do you feel about the following specific proposed changes?



	The physical modal filter on Linden Road and emergency access modal filter on Langham Road (# of responses)	The bus gate on Downhills Park Road (# of responses)	The bus gate on Gloucester Road and diagonal emergency access modal filter on Dongola Road (# of responses)	The physical modal filter on Mount Pleasant Road and conversion of a section of Mount Pleasant Road to two way traffic (# of responses)	The bus gates on The Avenue and Broadwater Road, and conversion of a section of Broadwater Road to two way traffic (# of responses)	The bus gate on Radley Road (# of responses)	The physical modal filter on Linley Road (# of responses)	The physical modal filter on Clacton Road and the emergency access modal filters on Moorefield Road, Sperling Road, St Loys Road and Forster Road, plus the conversion of Clacton Road and Moorefield Road to two way traffic (# of responses)	The physical modal filter on Pembury Road (# of responses)	The reversal of the one-way direction on Lordsmead Road from one way southbound to one way northbound (# of responses)
1 - Negative	332	396	349	358	363	332	333	362	319	307
2	45	53	41	43	36	39	37	44	37	35
3	33	22	36	26	40	42	41	33	35	55
4	31	27	38	40	43	34	31	30	38	35
5 - Positive	319	312	305	302	298	293	295	298	298	273
I don't know / Undecided	97	55	87	91	79	118	118	92	124	150
Total	**857**	**865**	**856**	**860**	**859**	**858**	**855**	**859**	**851**	**855**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

44% of responses were positive about the changes in Area B

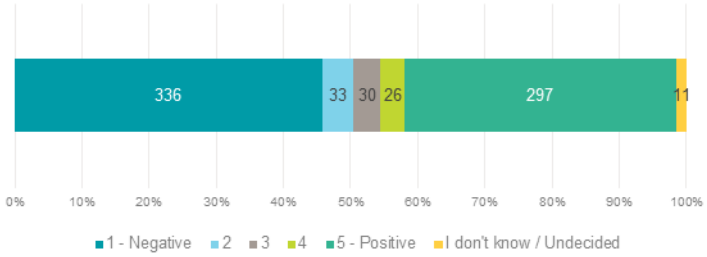
Consultation Results Area B

4.7 For Area B, respondents were asked how they feel about the proposed changes.

4.8 Overall, people felt slightly more negative than positive.

4.9 Of people that responded to the question, 50% (369 respondents) felt negatively, 44% (323 respondents) felt positively and 30 respondents felt neither negative nor positive. 11 respondents said they did not know.

Chart 4.4: Overall how do you feel about the proposed changes in Area B?



Area B	# of responses
1 - Negative	336
2	33
3	30
4	26
5 - Positive	297
I don't know / Undecided	11
Total	**733**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

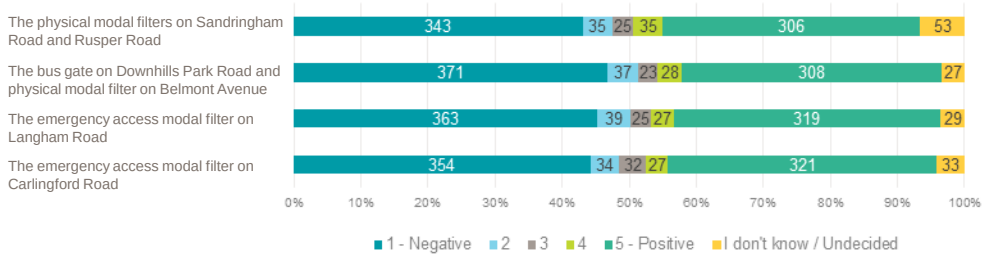
There were similar patterns of response to the different changes proposed within Area B

Area B

4.10 Respondents were also asked how they feel about the 4 specific changes in Area B.

4.11 Overall, people were more negative than positive for all the changes*. Sentiment towards the three specific changes did not differ much, the physical modal filters on Sandringham and Rusper Road had the fewest negative responses, whilst the bus gate on Downhills Park Road and physical modal filter on Belmont Avenue had the most.

Chart 4.5 : How do you feel about the following specific proposed changes?



	The physical modal filters on Sandringham Road and Rusper Road (# of responses)	The bus gate on Downhills Park Road and physical modal filter on Belmont Avenue (# of responses)	The emergency access modal filter on Langham Road (# of responses)	The emergency access modal filter on Carlingford Road (# of responses)
1 - Negative	343	371	363	354
2	35	37	39	34
3	25	23	25	32
4	35	28	27	27
5 - Positive	306	308	319	321
I don't know / Undecided	53	27	29	33
Total	**797**	**794**	802	801

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

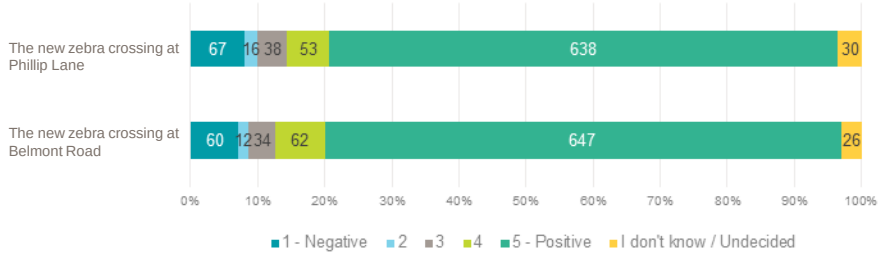
Consultation results: Additional Measures & School Streets

Responses showed high positivity for the proposed crossings and School Streets

4.12 Respondents were asked how they feel about the proposal of two new zebra crossings.

4.13 Overall, people were more positive than negative about both proposed changes*. Respondents felt more positive about the zebra crossing at Belmont Road.

Chart 4.6: Overall how do you feel about the proposed additional changes?

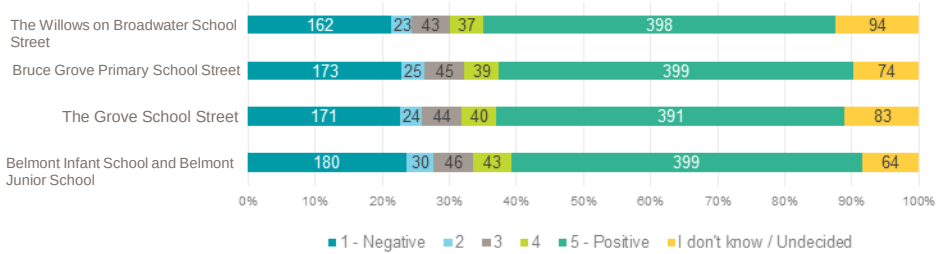


	The new zebra crossing at Phillip Lane (# of responses)	The new zebra crossing at Belmont Road (# of responses)
1 - Negative	67	60
2	16	12
3	38	34
4	53	62
5 - Positive	638	647
I don't know / Undecided	30	26
Total	**842**	**841**

4.14 Respondents were also asked how they feel about the proposed School Streets.

4.15 Overall, people felt more positive than negative for all School Streets. The Willows on Broadwater School Street was viewed least negatively, whereas Belmont Infant and Junior School Street was viewed most negatively.

Chart 4.7: Overall how do you feel about the proposed School Streets?



	The Willows on Broadwater School (# of responses)	Bruce Grove Primary School (# of responses)	The Grove School (# of responses)	Belmont Infant School & Belmont Junior School (# of responses)
1 - Negative	162	173	171	180
2	23	25	24	30
3	43	45	44	46
4	37	39	40	43
5 - Positive	398	399	391	399
I don't know / Undecided	94	74	83	64
Total	**757**	**755**	**753**	**762**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

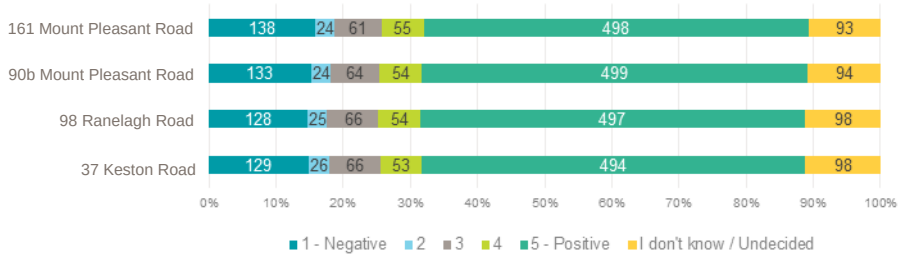
Consultation results: Cycle Hangars

There was high positivity for the proposed hangars in both Area A and Area B

4.16 Respondents were asked how they feel about four proposed new cycle hangars in Area A.

4.17 Overall, people felt more positive than negative about all four proposed cycle hangars, each receiving similar responses from respondents.

Chart 4.8: Overall how do you feel about the proposed cycle hangars (Area A)?

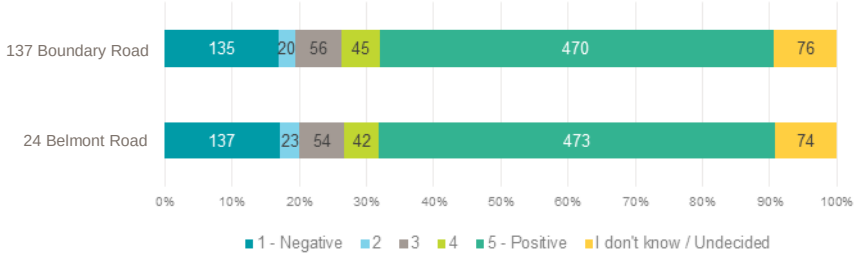


	161 Mount Pleasant Rd (# of responses)	90b Mount Pleasant Rd (# of responses)	98 Ranelagh Road (# of responses)	37 Keston Road (# of responses)
1 - Negative	138	133	128	129
2	24	24	25	26
3	61	64	66	66
4	55	54	54	53
5 - Positive	498	499	497	494
I don't know / Undecided	93	94	98	98
Total	**869**	**868**	**868**	**866**

4.18 Respondents were asked how they feel about two proposed new cycle hangars in Area B.

4.19 Overall, people felt more positive than negative for both proposed cycle hangars. Both hangars received similar responses.

Chart 4.9: Overall how do you feel about the proposed cycle hangars (Area B)?



	137 Boundary Road (# of responses)	24 Belmont Road (# of responses)
1 - Negative	135	137
2	20	23
3	56	54
4	45	42
5 - Positive	470	473
I don't know / Undecided	76	74
Total	**802**	**803**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Open Text Responses

Most commented open-text themes: 944 respondents left an open-text comment

Highlighting issues and concerns with the infrastructure/changes, 608 comments.

The most common theme raised in the open text comments was on concerns around **increased traffic on main roads,** with a number of comments highlighting **Philip Lane, Downhills Park Road, Belmont Road and West Green Road** as being especially affected**.** This theme was closely linked to a number of other concerns. In particular, comments highlighting **increased air pollution** (138 of 171 comments), and comments mentioning **longer car journey times** (67 of 129 comments) had also commented on this major theme. Consequently there was a strong theme around **equity**, in particular around the potentially detrimental impact of those living on the boundary roads and it impacting on less affluent households, as well as the impact on younger, older and disabled people. A number of parents raised **health concerns for their children who go to school on/via Philip Lane** if the air quality on the main roads is negatively affected.

Another frequently commented theme was respondents **concern for health and safety with regards to traffic** (95 comments). Many of these comments mentioned that **increased traffic volume, speeding traffic, lack of safe crossings for pedestrians and/or inadequate walking and cycling infrastructure** makes them feel unsafe. A number of comments continued to highlight that the pavements in the area are not suitable to walk on, with many being too narrow or/and broken. With regards to these concerns, many respondents supported the idea of reducing traffic, but did not think the scheme would be successful as the proposed changes are not adequately addressing the above issues.

Other comments raised concerns that the changes **block access to houses & amenities** (89 comments), making it difficult to travel around the area by car, and feelings of being locked into residential zones. In particular restricted access to the **hospital, veterinary practise and electric vehicle charging points** were highlighted as concerns for some respondents. A number of respondents also raised concerns that people not living in the area, for example family/friends, taxis & delivery services **would no longer have access to the area** and/or offer a reduced service. This issue was particularly present for respondents with mobility issues who rely on taxis and/or carers. Linked to this theme, a number of respondents highlighted concerns for their **personal safety** (50 comments). Some respondents mentioned that fewer vehicles on the road would make them feel less safe when travelling at night, in particular on roads such as **Downhills Park Road**. Some respondents also raised concerns on **access/lengthened response times for emergency vehicles** (42 comments).

Respondents often highlighted concerns/issues with specific aspects of the scheme, some of these include increased traffic/rat-running traffic on side roads such as **Sirdar & Lordsmead Roads**, **unequal distribution of bicycle hangars** (i.e. 2 on Mount Pleasant which already has 2), **not enough bicycle hangars**, and concerns on the location of the proposed **zebra crossing on Belmont Road**.

Some respondents used the open-text comments to highlight their **general disagreement with the scheme** (99 comments), some mentioned that they are **unsatisfied with the consultation** (37 comments), whilst others were **sceptical of the scheme** raising concerns that it was either a “money making” scheme or a waste of council money (42 comments).

Consultation results: Open Text Responses

Most commented open-text themes:

Suggesting improvements to the scheme, 428 comments.

A number of respondents commented on potential improvements to the scheme; the most commented suggestions were with regards to **improving the walking and cycling infrastructure** (106 comments). This included **improving/widening pavements**, **more & safer pedestrian crossings**, **developing cycle infrastructure**, and **improved walking and cycling routes & connectivity**. Similarly, requests for **more, and cheaper/free cycle hangars** were frequently commented (82 comments).

Respondents suggested a number of other **traffic calming measur**es (90 comments) often instead of, but sometimes in addition to the proposed changes. Some suggestions included **speed bumps, speed cameras, 20mph limits and one way systems**. Often respondents highlighted **improvements to specific aspects of the scheme** (56 comments), some suggested improved **locations for bike hangers, changes in filter placement, changes to placement/type of proposed crossings or timed closures for certain filters**. Some respondents also suggested residents should have **access through filters** (29 comments), whilst others specified that Blue Badge holders & Taxis should continue to have access.

Respondents less positive towards the scheme suggested that it should not be implemented (41 comments) whilst those more positive suggested that the scheme should be expanded (28 comments). Many respondents that were unsure of scheme suggested that **air quality/congestion should be monitored** throughout the trial.

Other commonly suggested improvements to the area were **more greening/planters, public realm improvements**, installation of clear **signage** for modal filters, **improved lighting/safety for pedestrians** and **more electric vehicle charging points**.

Highlighting the benefits of the scheme, 283 comments

A number of respondents commented on their **general support for the scheme** (259 comments), whilst other comments highlighted the benefits of the scheme, such as **improved safety, air quality, and making it easier to walk/cycle** in the area, especially with children.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Concern about increased traffic on main roads.	274	The high-level transport assessment (HLTA) for the Bruce Grove West Green LTN indicates most internal roads are expected to see a reduction or neutral impact on motor traffic as a result of the scheme. The HLTA assumes that capacity exists on the main roads surrounding or passing through the LTN and so motor traffic can divert onto these. The HLTA consequently indicates a range of potential negative impacts on motorised vehicular traffic on certain parts of the boundary roads and at certain times (from a 0-50% increase to a 100%+ increase). However, the HLTA presents a "worst-case scenario" and assumes that, with the LTN in place, people will continue driving exactly the same journeys as they did previously, but merely divert to the closest route available. That, in reality, will not materialise as several of the boundary roads are already close to capacity and would not be able to accommodate this increase in demand. As a result, some drivers will attempt to use these boundary roads and generate additional traffic pressure in the short-term but are expected to quickly re-route their journeys further afield or otherwise change their travel behaviour. Some changes in behaviour will also likely occur, such as some people not travelling or choosing to walk, cycle or use public transport, some taking a different route, some travelling at a different time. The ultimate goal of the Bruce Grove West Green LTN is to reduce traffic both within the LTN and on the boundary roads of the LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture regarding traffic reduction. Traffic volumes within the LTNs reduced substantially. Although traffic on a few boundary roads increased, after a settling in period, traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased. If introduced, the LTN will be introduced as a trial and the council are committed to monitoring traffic volumes on roads within the LTN, on major boundary roads, and at crucial locations adjacent to the LTN. This monitoring will take place before and during the trial to assess the impact of the LTN on traffic volumes. The Council could, if necessary, and taking its network management duty into account, make changes to the trial while it is in force to address or mitigate issues arising that affects the highway network or local amenities.
Concern about increased journey times.	128	As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when and LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased. Residents within the LTN may need to drive slightly further to reach some destinations, but one of the aims of LTNs is to encourage residents to drive shorter journeys less frequently, and instead make short trips by walking and cycling more often.
Concern about increased air pollution on main roads, in particular near schools.	171	The Council considers that the LTN and complementary measures offer significant opportunities to improve air quality. Haringey has prepared a comprehensive air quality monitoring plan. If the LTN is implemented, monitoring stations will collect air quality data on a monthly basis, before and after implementation. Air Quality monitoring stations will be located outside all the schools in the area. Evidence from Waltham Forest has shown air quality to improve on main roads after LTNs are introduced: www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Concerns about traffic related health and safety related to traffic volume, traffic speeds	95	Evidence suggests that traffic safety is substantially improved, and traffic speeds dramatically reduced after an LTN is introduced. One study has found that the number of roads injuries has halved in LTNs introduced in 2020. This reduction has also occurred to a lesser extent on boundary roads too. findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries
Concerns about traffic related health and safety b. unsafe crossings, and infrastructure/routes for pedestrians & cyclists	95	The Council is committed to enabled more walking and cycling in the borough including through improving pedestrian and cycle infrastructure. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for new and improved cycle routes, walking routes, crossings and additional cycle parking.
Concerns about blocked access to houses/amentities, including access for taxis/deliveries.	89	All addresses within the LTN will be accessible by motor vehicles. Drivers just may need to access these addresses from a different direction than they do currently. Addresses located within school streets will be eligible to the traffic restrictions
Concerns about personal safety, particularly at night.	50	The Metropolitan Police Service responded to the consultation stating that it has no objection to the proposals. The Council will continue to engage with the Police's Secure by Design to ensure the LTNs support personal safety. The introduction of an LTN in Waltham Forest was associated with a 18% decrease in street crime within the LTN and 10% across the borough and this effect increased with a longer duration since implementation: https://osf.io/preprints/socarxiv/ftm8d/
Concerns about rat-running/increased traffic in side roads, in particular Sirdar Road	41	As a result of concerns around additional traffic on Sirdar Road and feedback on the proposed school street outside the Grove School the design for Bruce Grove West Green LTN Area B has been revised. The school street for the Grove school is now no longer proposed. We have also proposed alternative locations for modal filters in this area (see revised area B map)
Concerns about rat-running/increased traffic in side roads, in particular Lordsmead Rd.	10	The Council notes the concerns about increased traffic within parts of the LTN. The high-level transport assessment (HLTA) for the Bruce Grove West Green LTN indicates most internal roads are expected to see a reduction or neutral impact on motor traffic as a result of the scheme. notwithstanding this, the Council will carry out comprehensive monitoring of traffic volumes as part of the LTN trial, if introduced. will be monitored throughout the trial period both within the LTN and on Boundary Roads. The advantage of introducing the scheme as a trial is that the design can be modified if monitoring of traffic volumes indicate the LTN is not achieving its intended objectives.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Sceptical about the scheme (money making scheme/waste of money)	42	The Council considers that the Bounds Green LTN and complementary measures will be a key driver towards a safer, cleaner, greener, fairer and happier borough. The LTN and complementary measures will be part funded via external funding the Council has secured from the Department for Transport and Transport for London.
Concerns on the effect on emergency response times	40	All three emergency services have been fully consulted at each stage of the design process. We have worked with emergency services to ensure the Bruce Grove West Green LTN has appropriate emergency access routes through the area. Having regard to the consultation responses of the emergency services three changes have been made to the LTN filters: the Pembury Road filter (Area A) was changed from a physical to an emergency access filter, the arrangement of filters around Sperling Road (Area A) was amended, and the physical filter on Sandringham Road (Area B) was removed.
Concerns about the zebra crossing on Belmont Road		The lack of a safe pedestrian crossing on Belmont Road by the south western entrance of Downhills Park was highlighted by residents in the online commonplace engagement map and during the community design workshops. If implemented, the zebra crossing will go through a full Road Safety Audit process.
Concerns about the number and location of new bicycle hangars.		The Council is committed to enabling more walking and cycling in the borough including through improving cycling infrastructure. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for additional cycle parking to be brought forward.
Concerns on equity; residents on boundary roads being adversely affected.		Evidence from other LTNs introduced in London suggests that in general, after a settling in period, traffic volumes on boundary roads do not increase and in some cases reduce. The Council has developed a comprehensive monitoring plan which will assess the impact of the proposed LTN on traffic levels and air pollution, both within the LTN and on its boundary roads and beyond. This will allow us to assess how traffic volumes and air quality are changing and respond during the trial if necessary.
Concerns about increased bus times		As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when and LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased. If the LTN is implemented, the borough will work with TfL throughout implementation to monitor bus journey times and look to implement mitigation on main roads if bus journey times on these routes increase. The W4 bus route is likely to see improvements to its journey times as traffic within the LTN is likely to decrease.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Access to Moorefield Road businesses	Raised by stakeholders	To simplify the highways arrangement and facilitate satisfactory access to industrial estate on Moorfield Road Tte Sperling Road school street has been reduced to just Sperling Road (removing section on Moorefield Road ,Avenue Road, Woodside Gardens and section of St Loy's Road).
Sperling Road filter location	Raised by Stakeholders	Sperling Road emergency filter moved to eastern end by Moorfield Road, and school street closure moved to junction with Woodside Gardens. The emergency filter will be changed to a school street filter if the School Streets are approved but not the LTN, or if the school street is implemented well in advance of the LTN should both be approved.
Adams Road School Street	Raised by stakeholders	Adams Road School Street removed and a school safety scheme to be implemented instead. Due to the high numbers of students with special needs who require transport assistance alongside the fact that a large residential car park underneath the blocks of Manston and Lympne enters onto the road at this point school street delivery has been paused to allow further discussions with the parents, carers, and local residents. This will also feed into the wider redevelopment of the Broadwater Farm Estate. The Council will review further measures outside the school to keep the traffic flowing at its busiest times and creating
The Grove School Street	Raised by stakeholders	The Grove School Street has been removed. Grove School specialises in supporting students with autism and additional needs including a cognitive impairment, language difficulties, or difficulties associated with social communication. As such many students require transport assistance. As traffic levels related to the school are low and spread out over a longer period, and following detailed discussion with the school, the Council agrees that this school street is not needed now, but will keep this under review.
Belmont Junior School Street	Raised by stakeholders	School Street on Rusper Road shortened to just section of Rusper Road up to the junction with Sandringham. This responds to feedback from the school and residents whose preference was to have access via Downhills Way/Belmont Road.
Access to Belmont Road	Raised by stakeholders	As above, the filters in Bruce Grove West Green LTN Area B have been reconfigured to provide better vehicular access to Belmont Road, but ensures there is no through route between Belmont Road and Westbury Avenue.
Walking route to Belmont Infant School	Raised by stakeholders	Physical Filter on Hawke Park Road between boundary and Sirdar Road has been introduced. This is to provide walking route from Westbury Avenue to the Recreation ground where Belmont Infant pedestrian access is through.

Consultation results: School Street Open Text Responses

Most commented open-text themes: 300 respondents left an open-text comment

Support for the School Street and highlighting benefits, 85 comments.

There were a number of respondents which generally **supported the implementation of School Streets** (76 comments) within the LTN as well as an overall scheme at schools in the borough. Respondents said that **improvements to the safety of children** (17 comments), **increase in air quality** (10 comments), and **making it easier to walk or cycle to school** (5 comments) were all benefits of the School Street.

Some respondents offered their support for the School Street schemes but were not supportive of the wider LTN scheme.

Highlighting issues with the School Street, 112 comments

Some comments expressed **general disagreement** with the **School Street scheme** (46 comments). Of issues raised, respondents were most concerned that **access issues for residents** would arise due to the restrictions (27 comments). Various respondents were unsure how they would be impacted by the restrictions and who would be considered exempt (such as taxis, neighbouring street residents, workers, amongst others). Additionally, there was some concern that the restrictions would **increase traffic and parking related issues for residents** (8 comments), adding to journey times and parents parking on adjacent streets.

There was numerous responses which highlighted concern over **increased traffic levels as a result of the School Street** (22 comments). Respondents voiced concerns that the restrictions would only push traffic to the surrounding streets, rather than decreasing it within the area. Some comments considered that this would **negatively impact the air quality** in the local area (7 comments) as a result of more congestion and longer journeys. Several of these respondents were concerned that this was not equitable to other children in the area, as there are various schools on main roads near the proposed School Street schools.

Respondents also highlighted that **access to the school would be more difficult** as a result of the School Street (12 comments). This was especially noted for The Grove school which is a Special Education Needs (SEN) school. Respondents were concerned that it would be more difficult for these pupils to travel to school actively and as they come from all over the borough and typically require taxis.

Consultation results: School Street Open Text Responses

Most commented open-text themes:

Suggesting improvements to the scheme, 108 comments.

Some respondents left comments regarding improvements to the School Street schemes or other ways to encourage children to travel actively in the borough. The most popular suggestion was to **implement School Streets at other schools** (35 comments). Some respondents felt that School Streets should be adopted across all schools. As mentioned earlier in the report, various respondents found it inequitable to not include schools that are found on boundary roads such as Harris Primary School on Philip Road.

Another theme emerging from the comments was respondents noting that the **Boundary Road entrance to Belmont school should be included in the School Street design** (16 comments). Respondents highlighted that many children used this entrance to enter the school and therefore to ensure success of the scheme the same restrictions should be implemented on a section of the road.

There were various comments **suggesting additional traffic calming measures** (14 comments), such as introducing lollipop ladies/men, zebra crossings, reduce speed and limits and banning parking around the school. Most of these respondents highlighted that they would prefer these measures introduced instead of a School Street in the area. There were also some respondents who would like to see **more cycling infrastructure introduced** (14 comments), such as safer cycle paths in the area. Additionally, multiple respondents highlighted a need for more **soft measures being introduced** (10 comments) such as safety lessons and engagement programmes like setting up a walking school bus.

Various respondents highlighted the **need for proper and adequate signage** (6 comments) for the School Street to be successful. There were also a small number comments which would like to see the School Street hours changed to include more of the day. Additionally, a small number of comments highlighted that disabled children/people need to have access to the street.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Officer Response
Access issues for residents	27	Residents who live within the school street area are eligible for exemption to the school street, and will be able to access their address during the school street operational hours.
Increase in traffic outside of the School Street areas	22	We have designed the school streets to minimise traffic disruption outside the designated school street area. Although some parents will still need to drive, one of the objectives of a school street is to encourage more families to walk or cycle school. This is likely to lead to a reduction in school traffic. The school streets have also been designed to complement the LTN. As observed in other trial LTNs introduced in other London in boroughs in 2020, there are likely to be significant traffic reductions across the area if the LTN. If introduced, we are planning to monitor the LTN and school street areas extensively for changes in traffic volume and air quality. As we are introducing these measures as a trial, the design can be changed if traffic volumes or air quality increases.
Harder to access the schools (especially for those parents/children with a disability)	12	Having regard to feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions to the proposed LTN. To ensure that the LTN advances equality as far as possible, the following will be eligible for an exemption to non-hard closure filters in the LTN experimental scheme: • Blue Badge holders living within the LTN or on the immediate boundary of it • Special Educational Needs and Disability (SEND) transport • Essential Haringey Council services catering for people with a disability The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.
Traffic/parking issues for residents	8	The school streets have been designed to minimise traffic disruption outside the designated school street area. Although some parents will still need to drive, one of the objectives of a school street is to encourage more families to walk or cycle school. This is likely to lead to a reduction in school traffic. The School Streets are proposed to be implemented as a trial and impacts on traffic/parking will be monitored.
Decrease in air quality in surrounding area	7	As above , the school streets have also been designed to complement the LTN. As observed in other trial LTNs introduced in other London in boroughs in 2020, there are likely to be significant traffic reductions across the area if the LTN and improvements in air quality If introduced, we are planning to monitor the LTN and school street areas extensively for changes in traffic volume and air quality. As we are introducing these measures as a trial, the design can be changed if traffic volumes or air quality increases.

5.0 Consultation results: Location

Consultation results: Location

Respondents who live on boundary roads were least positive towards the changes.

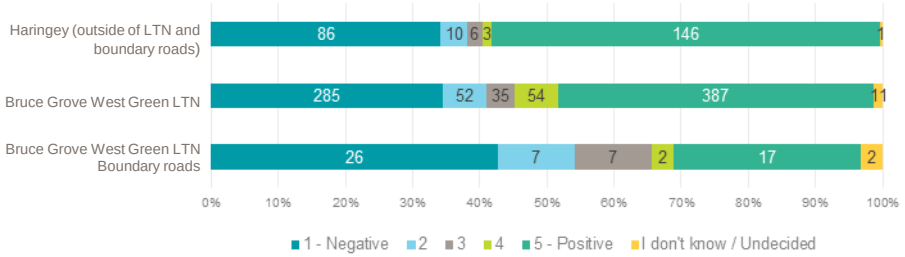
This section looks at the differences in responses from respondents living within, on boundary roads or outside of the LTN. Data is based on post code analysis

5.1 Respondents were asked to provide their postal address. For this analysis, respondents have been placed into 3 categories depending on their location. Within the Bruce Grove West Green LTN, on a Boundary road, or in Haringey (outside of LTN area and boundary roads)*.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

5.2 Overall, responses from those living on boundary roads were least positive, with 31% (19 responses) of respondents feeling positive and 54% (33 responses) feeling negative towards the proposal**. Responses from those living outside of the LTN were most positive, with 59% (149 responses) of responses feeling positive and 38% (96 responses) feeling negative. Overall, responses from those living within the Bruce Grove West Green LTN were more positive towards the proposal than negative.

Chart 5.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Location



	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	86	285	26
2	10	52	7
3	6	35	7
4	3	54	2
5 - Positive	146	387	17
I don't know / Undecided	1	11	2
Total	**252**	**824**	**61**

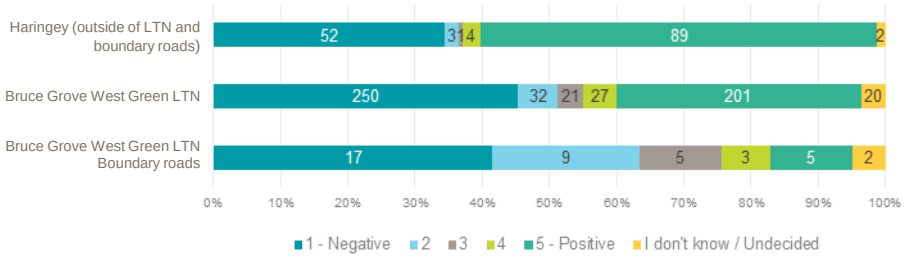
*See Map on page 16 for breakdown of respondents' location
**positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Consultation results: Location

Area A

5.3 Responses from those living within the LTN and on boundary roads were more negative than positive towards the changes in Area A*. Respondents within Haringey (but outside of the LTN and boundary roads) felt most positively towards the proposed changes.

Chart 5.2:Overall, how do you feel about the proposed changes in Area A? X Location

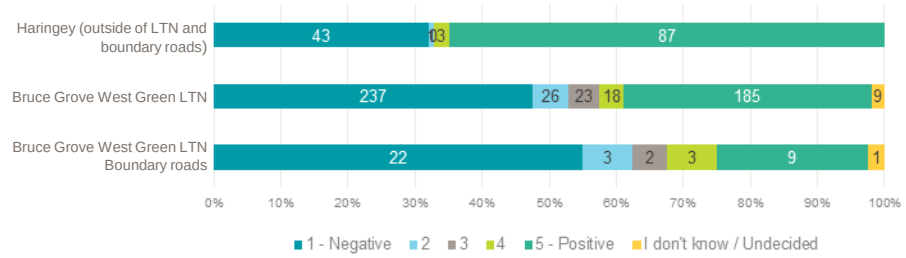


Area A	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	52	250	17
2	3	32	9
3	1	21	5
4	4	27	3
5 - Positive	89	201	5
I don't know / Undecided	2	20	2
Total	**151**	**551**	**41**

Area B

5.4 Responses from those living on the boundary roads and those from within the LTN were more negative than positive towards the proposed changes in Area B. Respondents living in Haringey (but outside of the LTN and boundary roads) felt the most positive towards the changes.

Chart 5.3: Overall, how do you feel about the proposed changes in Area B? X Location



Area B	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	43	237	22
2	1	26	3
3	0	23	2
4	3	18	3
5 - Positive	87	185	9
I don't know / Undecided	0	9	1
Total	**134**	**498**	**40**

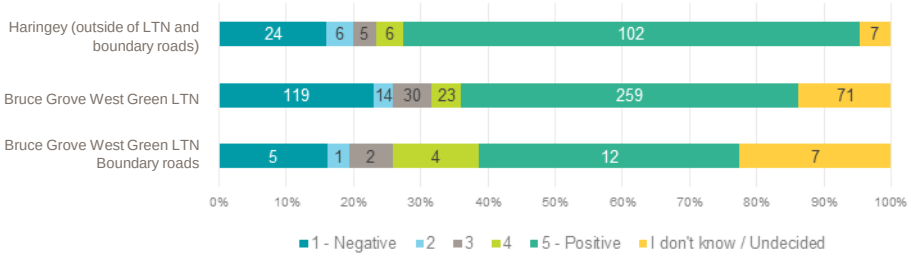
*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Location

The Willows on Broadwater School Street

5.5 All respondents felt more positively towards the School Street than negatively*. Those within the Bruce Grove West Green LTN were the most negative.

Chart 5.4: How do you feel about the proposed School Street at The Willows on Broadwater School X Location

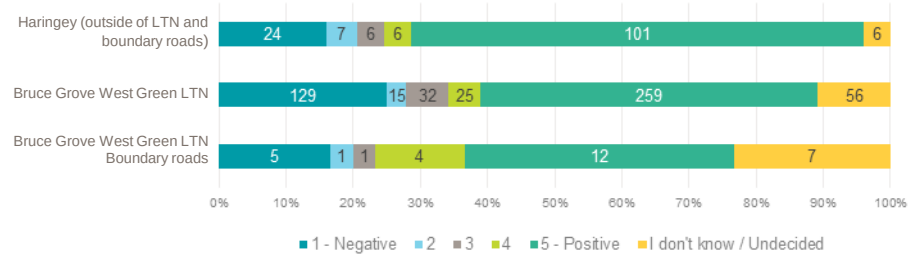


Broadwater School	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	24	119	5
2	6	14	1
3	5	30	2
4	6	23	4
5 - Positive	102	259	12
I don't know / Undecided	7	71	7
Total	150	516	31

Bruce Grove Primary School Street

5.6 All respondents had more positive responses towards the change than negative. Responses from those in the Bruce Grove West Green LTN were the most negative.

Chart 5.5: How do you feel about the proposed School Street at Bruce Grove Primary School? X Location



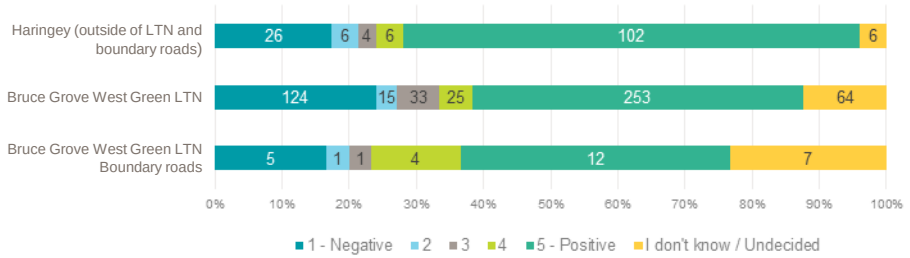
Bruce Grove Primary School	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	24	129	5
2	7	15	1
3	6	32	1
4	6	25	4
5 - Positive	101	259	12
I don't know / Undecided	6	56	7
Total	**150**	**516**	**30**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

The Grove School

5.7 All respondents had a higher proportion of positive responses towards the School Street than negative ones*. Those within the Bruce Grove West Green LTN were the most negative.

Chart 5.6: How do you feel about the proposed School Street at The Grove School X Location

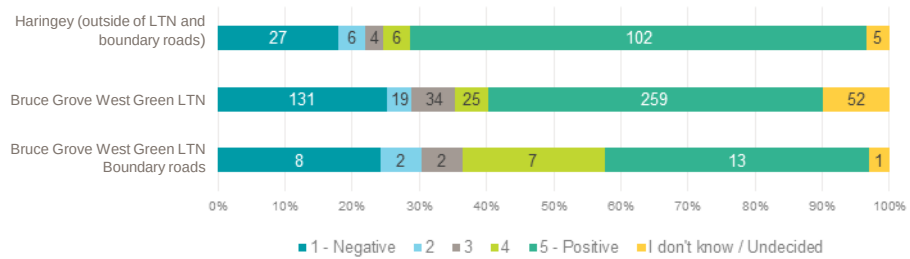


The Grove School	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	26	124	5
2	6	15	1
3	4	33	1
4	6	25	4
5 - Positive	102	253	12
I don't know / Undecided	6	64	7
Total	**150**	**514**	**30**

Belmont Infant School and Belmont Junior School

5.8 All respondents had more positive responses towards the change than negative. Those living on boundary roads were the most negative towards the proposed School Street.

Chart 5.7: How do you feel about the proposed School Street at Belmont Infant School and Belmont Junior School? X Location



Belmont Infant School and Belmont Junior School	Haringey (outside of LTN and boundary roads) (# of responses)	Bruce Grove West Green LTN (# of responses)	Boundary roads (# of responses)
1 - Negative	27	131	8
2	6	19	2
3	4	34	2
4	6	25	7
5 - Positive	102	259	13
I don't know / Undecided	5	52	1
Total	**150**	**520**	**33**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

6.0 Consultation results: Car access

Consultation results: Car Access

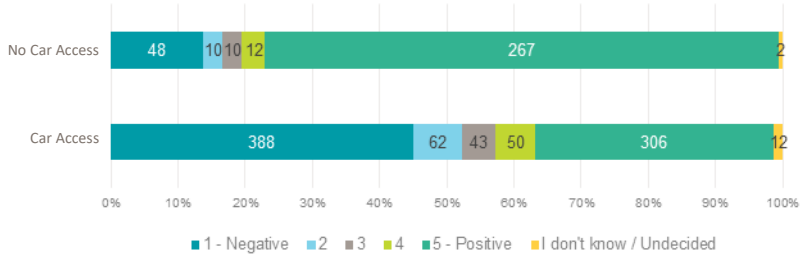
Respondents with no car access were much more positive about the changes than those with car access.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

6.1 Respondents without car access felt more positively towards reducing motor vehicle traffic in the Bruce Grove West Green LTN than respondents with car access.

6.2 80% (279 responses) of responses from respondents without car access and 41% (356 responses) of those with car access felt positive about reducing motor traffic in the Bruce Grove West Green LTN. This compared to 17% (58 responses) of those without car access and 52% (450 responses) of those with car access feeling negative towards the proposal.

Chart 6.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X car ownership



	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	48	388
2	10	62
3	10	43
4	12	50
5 - Positive	267	306
I don't know / Undecided	2	12
Total	349	861

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Car Access

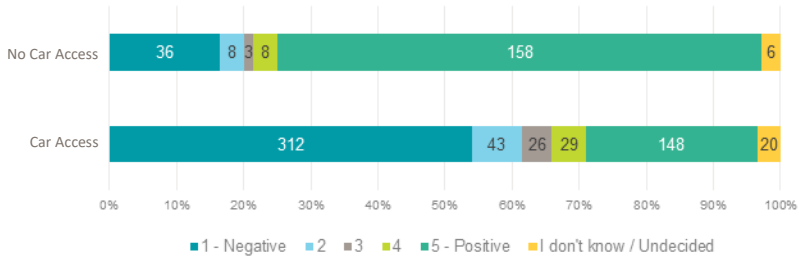
Respondents with no car access were more positive about the changes in Areas A & B than those with car access.

Areas A & B

6.3 Responses from those without car access were more positive towards the changes in Areas A & B compared to respondents with car access*.

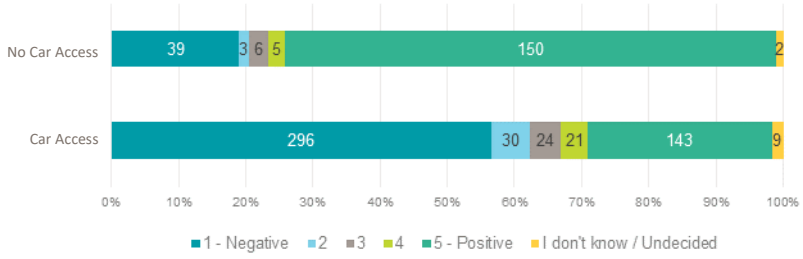
6.4 The majority of responses from those without car access were more positive towards the changes, whilst the majority of those who have access to a car were more negative.

Chart 6.2: How do you feel about the proposed changes in Area A? X car ownership



Area A	No Car Access (# of responses)	Car Access (# of responses)
1 – Negative	36	312
2	8	43
3	3	26
4	8	29
5 - Positive	158	148
I don't know / Undecided	6	20
Total	219	578

Chart 6.3: How do you feel about the proposed changes in Area B? X car ownership



Area B	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	39	296
2	3	30
3	6	24
4	5	21
5 - Positive	150	143
I don't know / Undecided	2	9
Total	205	523

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

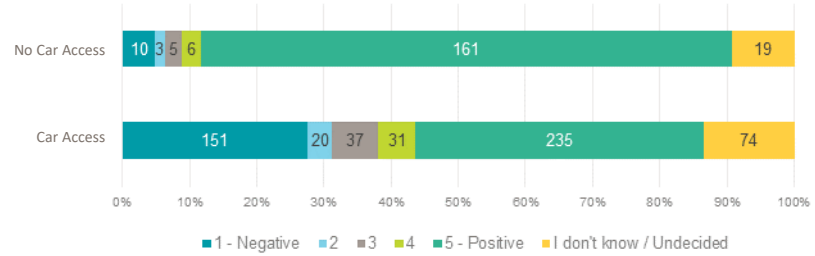
Consultation results: Car Access

Respondents with no car access were more positive about the School Streets than those with car access.

School Streets

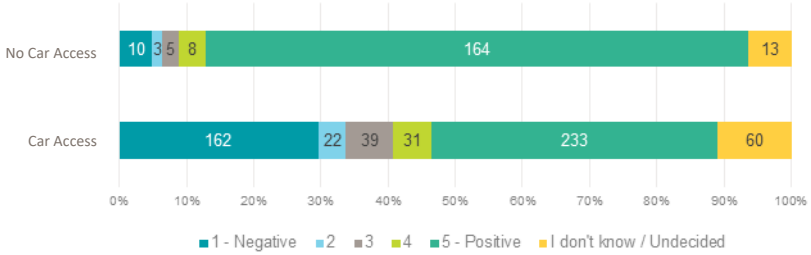
6.5 Both respondents with and without car access felt more positive than negative towards all four proposed School Streets*. Respondents without car access were more positive towards the proposal than respondents with a car access.

Chart 6.5: How do you feel about the proposed School Street at The Willows on Broadwater School?



The Willows of Broadwater School Street	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	10	151
2	3	20
3	5	37
4	6	31
5 - Positive	161	235
I don't know / Undecided	19	74
Total	**203**	

Chart 6.6: How do you feel about the proposed School Street at Bruce Grove Primary School?



Bruce Grove Primary School Street	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	10	162
2	3	22
3	5	39
4	8	31
5 - Positive	164	233
I don't know / Undecided	13	60
Total	**203**	**547**

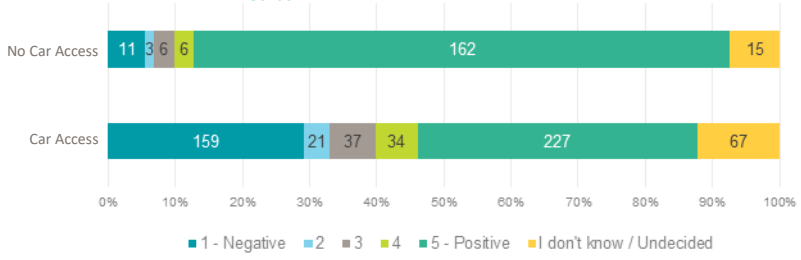
*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Car Access

School Streets continued

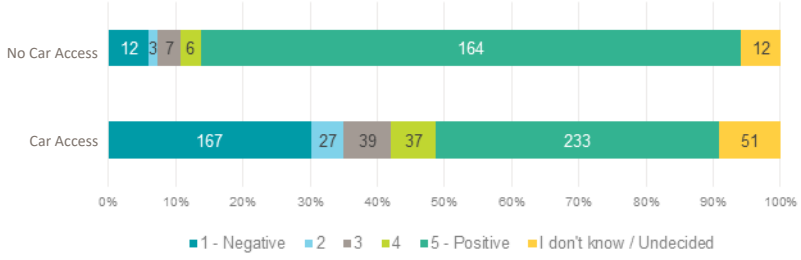
6.6 Respondents without car access felt similarly positive towards all school streets, with over 80% positive responses for each scheme*.

Chart 6.7: How do you feel about the proposed School Street at The Grove School?



The Grove School Street	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	11	159
2	3	21
3	6	37
4	6	34
5 - Positive	162	227
I don't know / Undecided	15	67
Total	**203**	**545**

Chart 6.8: How do you feel about the proposed School Street at Belmont Infant & Belmont Junior School?



Belmont Infant & Belmont Junior School	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	12	167
2	3	27
3	7	39
4	6	37
5 - Positive	164	233
I don't know / Undecided	12	51
Total	**204**	**554**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

7.0 Consultation results: Travel modes

Consultation results: Travel

There were more negative than positive responses from those who travel by private car. There were more positive than negative responses from those who cycle and those who walk with a pushchair/buggy/pram.

7.1 Respondents were asked how they most commonly travel around the area. The two most common travel modes –walking & private car (as driver) are reviewed in the text, as well as trends on the least & most positive and negative travel modes*.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

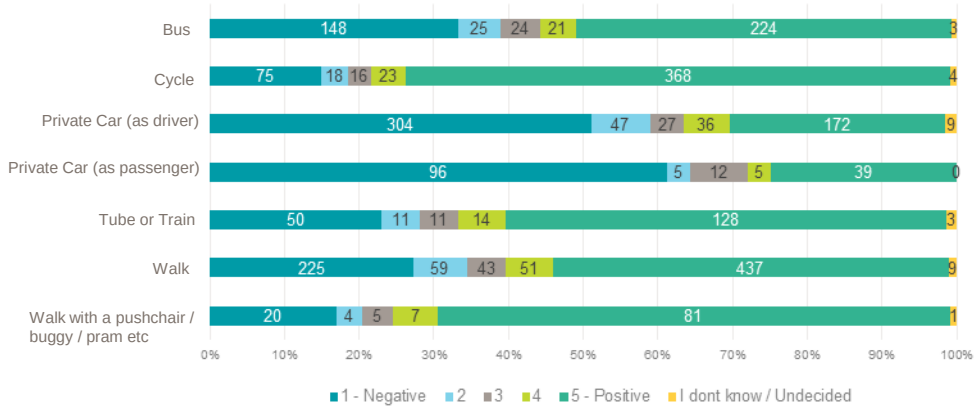
7.2 Responses from those who usually walk around the area were more positive towards the proposal to reduce motor vehicle traffic in the Bruce Grove West Green LTN than negative**. In comparison, respondents who selected that they usually travel by "Private car" were more negative than positive about the proposal.

7.3 Of those who walk, 59% (488 responses) felt positive towards the proposal compared with 34% (284 responses) who did not. Of those who travel by private car (as driver), 35% (208 responses) felt positive about reducing motor traffic in Bruce Grove West Green while 59% (351 responses) did not. .

7.4 Respondents who most commonly cycle were most positive towards the proposal, whereas respondents who travel by delivery vehicle were the most negative.

*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once
**positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Chart 7.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Travel



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I don't know / Undecided (# of responses)	Total (# of responses)
Bus	148	25	24	21	224	3	**445**
Cycle	75	18	16	23	368	4	**504**
Delivery vehicle	6	1	0	0	1	1	**9**
Moped / motorbike	10	0	1	2	8	1	**22**
Private car (as driver)	304	47	27	36	172	9	**595**
Private car (as passenger)	96	5	12	5	39	0	**157**
Taxi or private hire vehicle (as driver)	9	0	0	0	4	0	**13**
Taxi or private hire vehicle (as passenger)	44	6	1	4	21	1	**77**
Tube or Train	50	11	11	14	128	3	**217**
Walk	225	59	43	51	437	9	**824**
Walk with a pushchair / buggy / pram etc.	20	4	5	7	81	1	**118**
Wheelchair/ mobility aid	7	1	0	0	3	0	**11**
Other	2	0	0	0	2	0	**4**

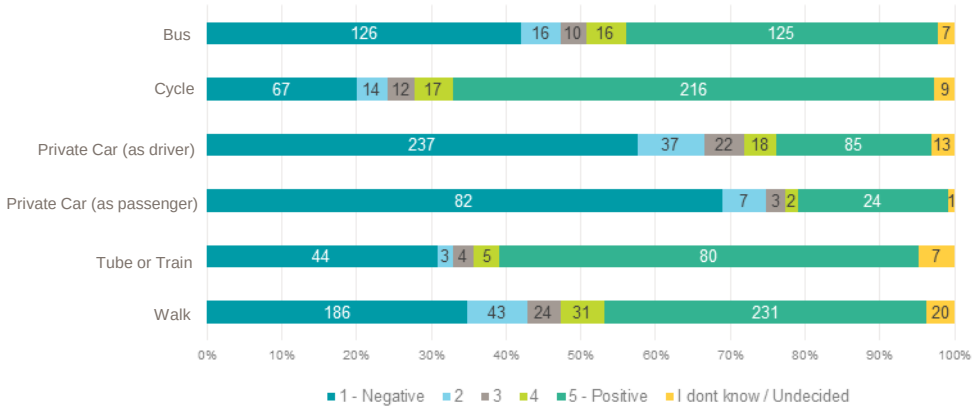
The majority of respondents who travel by walking feel positive about the changes in Area A, the majority of respondents who travel by private vehicle feel negative about the changes.

Proposed changes in Area A

7.5 Respondents who selected “Walk” as their most common mode of travel were more positive towards the changes in Area A than negative. In comparison, respondents who selected “Private car (as passenger)” were more negative towards the changes than positive.

7.6 Respondents who most commonly cycle were most positive towards the changes in Area A, whereas respondents who drive a delivery vehicle were the most negative.

Chart 7.2: How do you feel about the proposed changes IN Area A? X Travel



Area A	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	126	16	10	16	125	7	300
Cycle	67	14	12	17	216	9	335
Delivery vehicle	5	0	0	0	1	0	6
Moped / motorbike	7	2	2	1	5	1	18
Private car (as driver)	237	37	22	18	85	13	412
Private car (as passenger)	82	7	3	2	24	1	119
Taxi or private hire vehicle (as driver)	3	0	0	0	3	0	6
Taxi or private hire vehicle (as passenger)	40	2	1	2	11	0	56
Tube or Train	44	3	4	5	80	7	143
Walk	186	43	24	31	231	20	535
Walk with a pushchair / buggy / pram etc.	15	3	1	3	37	2	61
Wheelchair/ mobility aid	3	0	0	0	3	0	6
Other	2	0	0	0	2	0	4

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Travel

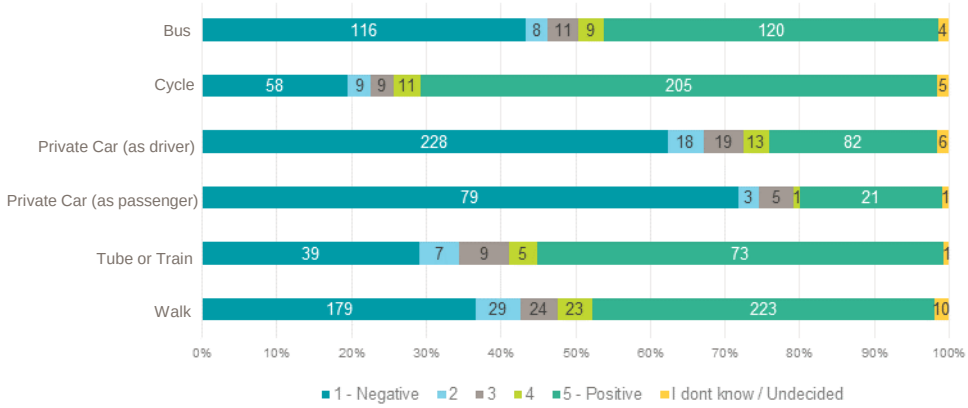
The majority of respondents who travel by walking were positive about the changes in Area B, whereas the majority of respondents who travel by private vehicle were negative about the changes.

Proposed changes in Area B

7.7 Respondents who selected “walk” as their most common mode of travel were more positive towards the changes in Area B than negative. In comparison, respondents who selected “Private car (as passenger)” were more negative towards the changes than positive.

7.8 Respondents who most commonly cycle were most positive towards the changes in Area B, whereas respondents who drive a delivery vehicle were the most negative.

Chart 7.3: How do you feel about the proposed changes in Area B? X Travel



Area B	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	116	8	11	9	120	4	**268**
Cycle	58	9	9	11	205	5	**297**
Delivery vehicle	3	0	0	0	1	0	**4**
Moped / motorbike	8	0	0	0	5	1	**14**
Private car (as driver)	228	18	19	13	82	6	**366**
Private car (as passenger)	79	3	5	1	21	1	**110**
Taxi or private hire vehicle (as driver)	5	0	0	0	3	0	**8**
Taxi or private hire vehicle (as passenger)	43	2	0	2	13	0	**60**
Tube or Train	39	7	9	5	73	1	**134**
Walk	179	29	24	23	223	10	**488**
Walk with a pushchair / buggy / pram etc.	14	1	3	5	33	2	**58**
Wheelchair/ mobility aid	5	0	0	0	2	0	**7**
Other	1	0	0	0	0	0	**1**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

8.0 Consultation results: Disability

Consultation results: Disability*

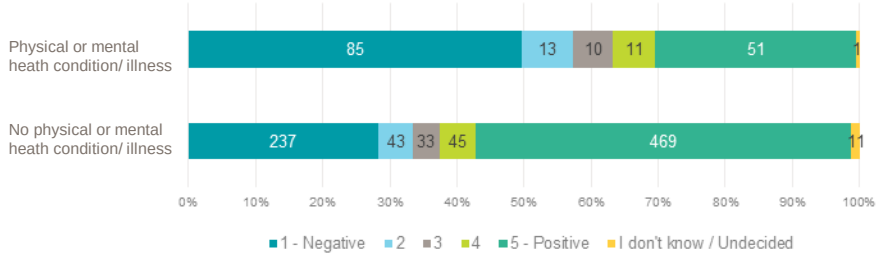
A lower proportion of respondents with a physical or mental health condition or illness were positive about Haringey proposing to reduce motor vehicle traffic in Bruce Grove West Green.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

8.1 Respondents with a physical or mental health condition/illness felt more negative towards the proposal to reduce motor vehicle traffic in the Bruce Grove West Green LTN than positive**. Respondents without a physical or mental health condition/illness felt more positive than negative about the proposal.

8.2 61% (514 responses) of responses from respondents without a physical or mental health condition/illness felt positively towards the proposal, compared to 33% (280 responses) who felt negative. 36% (62 responses) of respondents with a physical or mental health condition /illness felt positive, whilst 57% (98 responses) felt negative towards the proposal.

Chart 8.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X disability



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	85	237
2	13	43
3	10	33
4	11	45
5 - Positive	51	469
I don't know / Undecided	1	11
Total	171	838

*Note that questions relating to disability utilised phrasing about "Physical or mental health condition or illness" in order to be comparable to census data
**positive refers to selecting "4" or "5" while negative refers to "1" or "2"

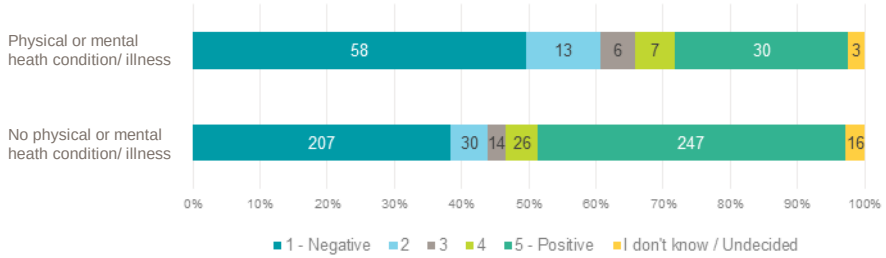
Consultation results: Disabled respondents

Responses followed a similar pattern across the two areas.

Areas A & B

8.3 Responses from respondents with a physical or mental health condition/illness were more negative towards the proposed changes to Area A than positive, compared to responses from respondents without a physical of mental health condition/illness who were more positive than negative about the changes*.

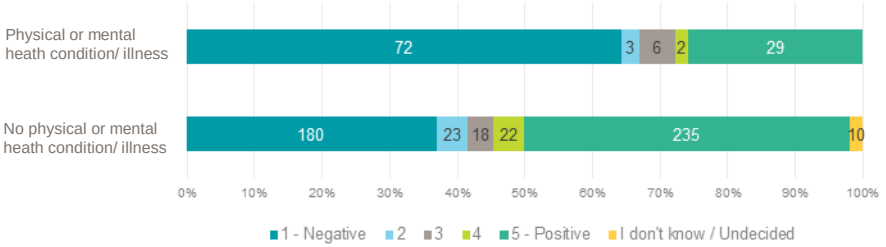
Chart 8.2: How do you feel about the proposed changes in Area A?



Area A	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	58	207
2	13	30
3	6	14
4	7	26
5 - Positive	30	247
I don't know / Undecided	3	16
Total	**117**	**540**

8.4 Responses from respondents with a physical or mental health condition/illness were more negative towards the proposed changes to Area B than positive, compared to responses from respondents without a physical of mental health condition/illness who were more positive than negative about the changes.

Chart 8.3: How do you feel about the proposed changes in Area B?



Area B	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	72	180
2	3	23
3	6	18
4	2	22
5 - Positive	29	235
I don't know / Undecided	0	10
Total	**112**	**488**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Disabled respondents

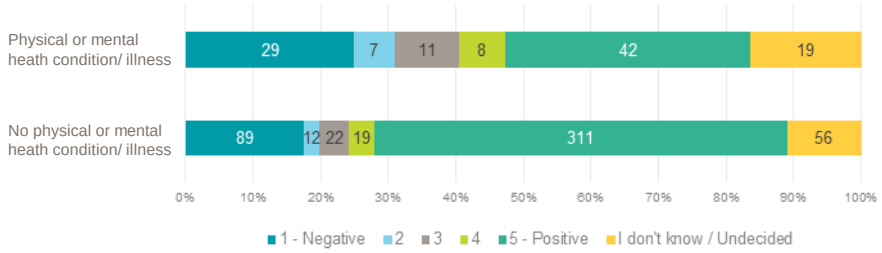
There were similar patterns across all School Streets proposals, with lower levels of positivity from those with a physical or mental health condition/illness.

School Streets

8.5 Responses from respondents both with and without a physical or mental health condition/illness were more positive towards all the proposed School Streets than negative*.

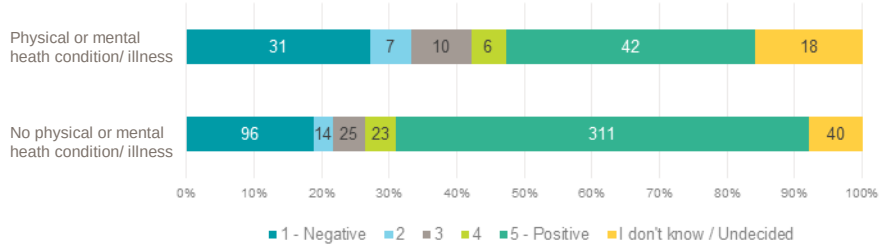
8.6 There was less positivity from respondents with a physical or mental health condition/illness than those without.

Chart 8.4: How do you feel about the proposed School Street at The Willows on Broadwater School?



The Willows on Broadwater School	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	29	89
2	7	12
3	11	22
4	8	19
5 - Positive	42	311
I don't know / Undecided	19	56
Total	116	509

Chart 8.5: How do you feel about the proposed School Street at Bruce Grove Primary School?



Bruce Grove Primary School	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	31	96
2	7	14
3	10	25
4	6	23
5 - Positive	42	311
I don't know / Undecided	18	40
Total	**114**	**509**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

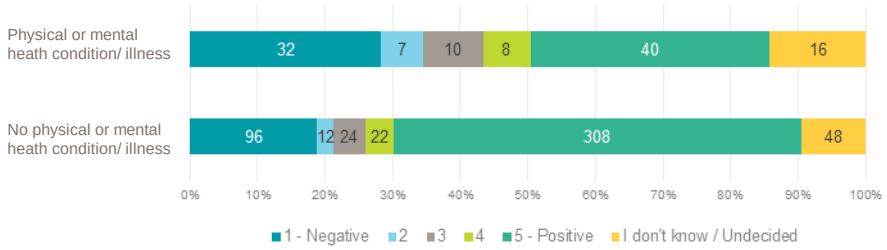
Consultation results: Disabled respondents

There were similar patterns across all School Streets proposals, with lower levels of positivity from those with a physical or mental health condition/illness.

School Streets continued

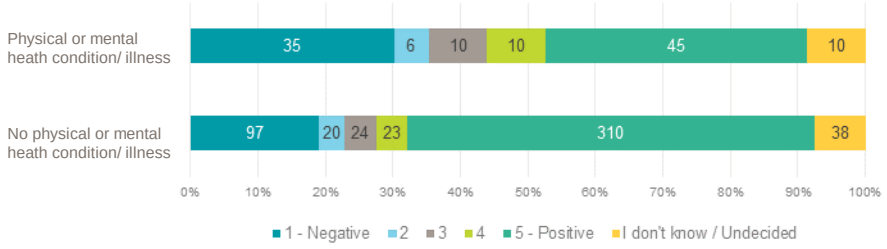
8.6 There was less positivity from respondents with a physical or mental health condition/illness than those without.

Chart 8.6: How do you feel about the proposed School Street at The Grove School?



The Grove	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	32	96
2	7	12
3	10	24
4	8	22
5 - Positive	40	308
I don't know / Undecided	16	48
Total	**113**	**510**

Chart 8.7: How do you feel about the proposed School Street at Belmont Infant School and Belmont Junior School?

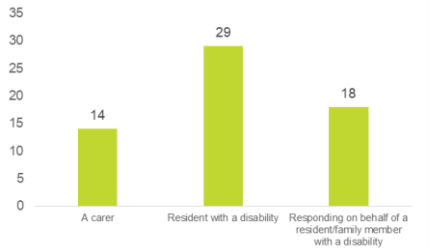


Belmont Infant School and Belmont Junior School	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	35	97
2	6	20
3	10	24
4	10	23
5 - Positive	45	310
I don't know / Undecided	10	38
Total	**116**	**512**

Consultation results: Disability/Carers Survey

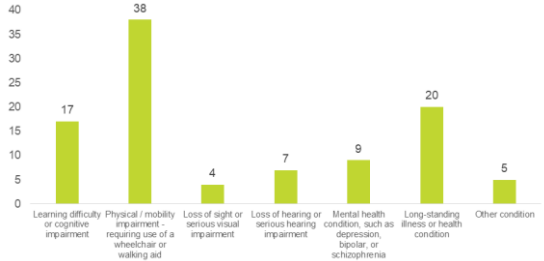
A survey for disabled residents and/or carers in the LTN area was developed to explore some of the specific needs and suggestions from these groups.
61 responses were received from those in the Bruce Grove/West Green area.

Chart 8.8: Are you responding to this survey as:



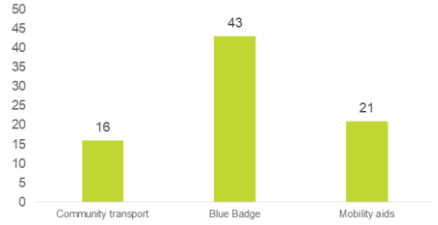
Are you responding to this survey as:	Count
A carer	14
Resident with a disability	29
Responding on behalf of a resident/family member with a disability	18
Grand Total	**61**

Chart 8.9: If you feel comfortable doing so, please tell us the general nature of the disability?



If you feel comfortable doing so, please tell us the general nature of the disability	Count	%
Learning difficulty or cognitive impairment	17	28%
Physical / mobility impairment - requiring use of a wheelchair or walking aid	38	62%
Loss of sight or serious visual impairment	4	7%
Loss of hearing or serious hearing impairment	7	11%
Mental health condition, such as depression, bipolar, or schizophrenia	9	15%
Long-standing illness or health condition	20	33%
Other condition	5	8%

Chart 8.10: Facilities and services used - Blue badges / Community Transport / Mobility aids:



Facilities and services used	Count
Community transport	16
Blue Badge	43
Mobility aids	21

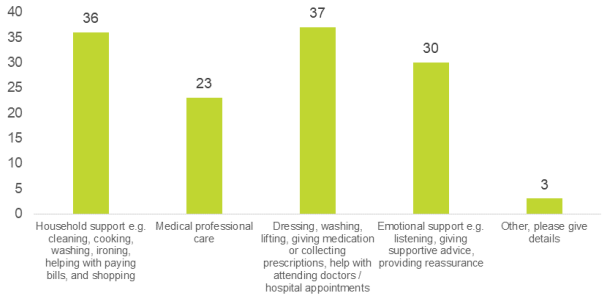
Consultation results: Disability/Carers Survey

Are there any destinations in the LTN you regularly visit?	Count
Yes	56
No	3
Grand Total	**59**

Do you have a carer or receive care?	Count
Yes	42
No	18
Grand Total	**60**

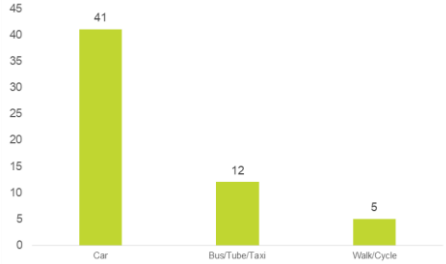
Does the carer (or medical professional) need to bring equipment?	Count
Yes	14
No	19
Sometimes	15
Grand Total	**48**

Chart 8.11: Nature of Care received:



Nature of Care received	Count	%
Household support e.g. cleaning, cooking, washing, ironing, helping with paying bills, and shopping	36	59%
Medical professional care	23	38%
Dressing, washing, lifting, giving medication or collecting prescriptions, help with attending doctors / hospital appointments	37	61%
Emotional support e.g. listening, giving supportive advice, providing reassurance	30	49%
Other, please give details	3	5%

Chart 8.12: How does the Carer travel to your property?



How does the Carer travel to your property?	Count
Car	41
Bus/Tube/Taxi	12
Walk/Cycle	5

Consultation results: Disability/Carers Survey

Of the 61 respondents, 46 left comments.

The most common locations that people required access to included:
- Doctors, pharmacy and other medical services (6 comments)
- School/education (6 comments)
- To give care to relatives (6 comments)
- Public transport (1 comment)

The key issues raised about the LTN included:
- Concerns about longer journey times (13 comments)
- Often linked to an increase in journey times were concerns around the impact of LTNs on main roads (12 comments)
- Many comments also said that the LTN would block access to key places, such as homes or services (6 comments)
- There were also concerns that carers would no longer be able to access those they care for. These related to both professional carers and those caring for relatives/friends (10 comments)
- A number of the above comments also stated that they were unable to walk, cycle or take public transport as an alternative to using their car (3 comments)
- Other key issues raised included concerns about air pollution (4 comments) and general disagreement with the scheme (5 comments)

While many of the issues raised were similar to the main survey, many responses highlighted how the issue would specifically impact their disability (e.g. ability to access medical services, problems for care givers, increased journey time triggering anxiety, increased air pollution triggering asthma)

There were also a number of comments highlighting the benefits of the LTN:
- 5 of these comments left general support
- There were also 2 comments that said that the LTNs would improve their mobility, opening up routes for them to walk, cycle or use a wheelchair (2 comments)

Some comments made specific suggestions about what LB Haringey could do differently:
- The most common of these was around improving the consultation (20 comments). These comments related to: ensuring that disabled voices are listened to; improving communications (many had not heard much about the consultation), including mail-outs that specifically target disabled people; include disabled people earlier in the consultation; and consider specific needs of disabled people in material (not just images; braille etc.)
- There were some specific comments about physical changes, including providing disabled/carer exemption (4 comments), scrap the scheme altogether (3 comments), and expand the schemes (1 comment).

9.0 Consultation results: Demographics - Age

Consultation results: Age

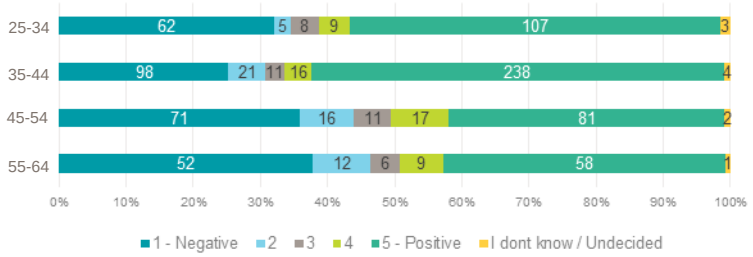
Those aged 35-44 were the most positive age group about the proposed changes.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

9.1 Overall, those aged 25-34 and 35-44 were the most positive age groups towards the changes*. These age groups, alongside 45-54 year olds had more responses that were positive towards the proposed changes in the Bruce Grove West Green LTN than negative. All other age groups had more negative than positive responses.

9.2 35-44 year olds were the most positive with 65% (254 responses) positive responses and 31% (119 responses) negative responses. 16-24 year olds were the most negative towards the proposal, with 29% (6 responses) positive responses and 62% (13 responses) negative responses.

Chart 9.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Age



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	12	1	2	0	6	0	**21**
25-34	62	5	8	9	107	3	**194**
35-44	98	21	11	16	238	4	**388**
45-54	71	16	11	17	81	2	**198**
55-64	52	12	6	9	58	1	**138**
65-74	46	4	4	8	33	1	**96**
75+	12	3	2	2	12	1	**32**
I prefer not to say	52	8	3	0	16	1	**80**

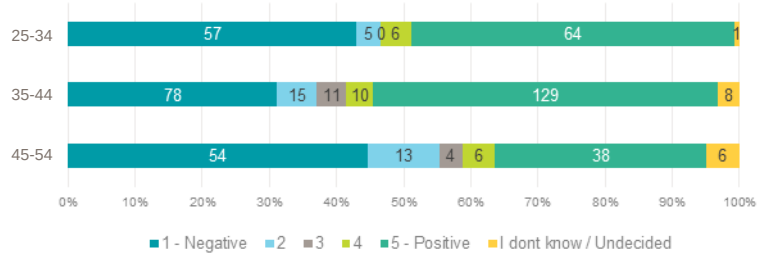
*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Age

Area A

9.3 All age groups apart from those aged 25-34 and 35-44 had more negative than positive responses towards the changes in Area A*. Those aged 35-44 were the most positive towards the changes whilst those aged 16-24 were the most negative.

Chart 9.2: Overall, how do you feel about the proposed changes in Area A? X Age

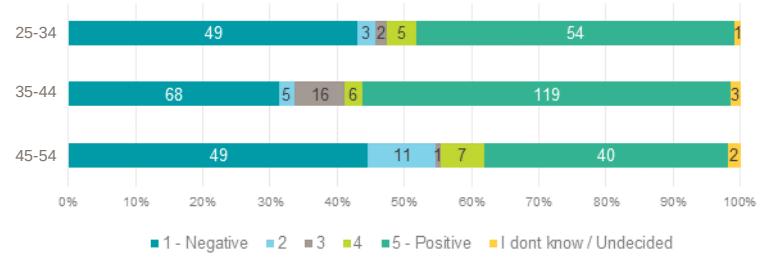


Area A	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	8	3	1	0	5	0	17
25-34	57	5	0	6	64	1	133
35-44	78	15	11	10	129	8	251
45-54	54	13	4	6	38	6	121
55-64	47	5	5	5	26	2	90
65-74	34	4	3	5	19	1	66
75+	10	1	0	2	5	1	19
I prefer not to say	39	4	4	1	8	3	59

Area B

9.4 All age groups except for those aged 25-34 and 35 to 44 were more negative towards the changes in Area B than positive. Those aged 35-44 were the most positive towards the changes whilst those aged 65-74 were the least positive.

Chart 9.3: Overall, how do you feel about the proposed changes in Area B? X Age



Area B	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	10	1	1	0	6	0	18
25-34	49	3	2	5	54	1	114
35-44	68	5	16	6	119	3	217
45-54	49	11	1	7	40	2	110
55-64	47	3	4	3	29	1	87
65-74	37	5	0	3	17	3	65
75+	13	0	1	1	6	0	21
I prefer not to say	39	1	2	1	8	1	52

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

10.0 Consultation results: Demographics - Gender

Consultation results: Gender

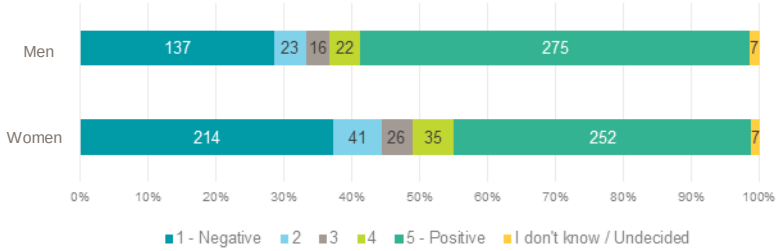
A higher proportion of men than women are positive about proposals to reduce motor vehicle traffic.

Reducing motor vehicle traffic in the Bruce Grove West Green LTN

10.1 Overall, responses from both men and women were more positive towards the proposal to reduce motor traffic in the Bruce Grove West Green LTN than negative. However, men were more positive towards the proposals than women.

10.2 62% (297 responses) of men were positive about the proposal whilst 33% (160 responses) were negative. This compared to 50% (287 responses) of women who were positive and 44% (255 responses) who were negative.

Chart 10.1: How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bruce Grove West Green LTN? X Gender



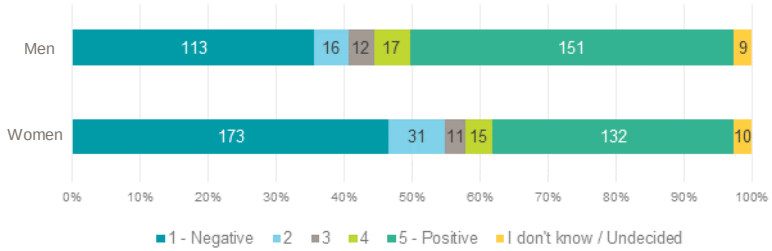
	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	137	214	2	5	47
2	23	41	0	0	6
3	16	26	1	0	4
4	22	35	2	0	1
5 - Positive	275	252	4	3	19
I don't know / Undecided	7	7	0	0	0
Total	480	575	9	8	77

Consultation results: Gender

Areas A & B

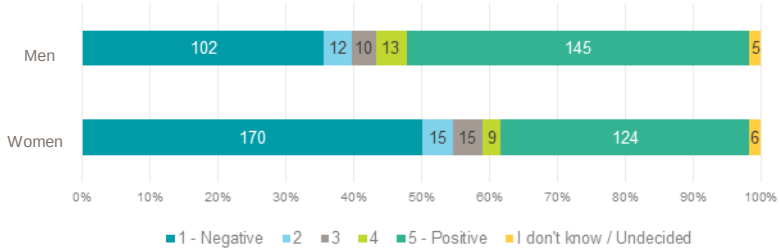
10.3 Responses from men were more positive than negative towards the proposed changes in Areas A & B. In comparison, responses from women were more negative than positive towards the proposals in Areas A & B.

Chart 10.2: How do you feel about the proposed changes in Area A? X Gender



Area A	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	113	173	2	5	34
2	16	31	0	0	3
3	12	11	0	0	4
4	17	15	2	0	1
5 - Positive	151	132	4	2	7
I don't know / Undecided	9	10	1	0	2
Total	318	372	9	7	51

Chart 10.3: How do you feel about the proposed changes in Area B? X Gender



Area B	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	102	170	3	5	33
2	12	15	0	0	2
3	10	15	0	0	2
4	13	9	1	0	3
5 - Positive	145	124	4	1	8
I don't know / Undecided	5	6	0	0	0
Total	287	339	8	6	48

Appendix

Appendix A: Methodology

11.1 Respondents were asked a series of questions about themselves followed by multiple Likert style questions to gain a better understanding of their sentiment towards proposed Low Traffic Neighbourhood (LTN) in Bruce Grove West Green. The questions were specifically designed to gauge sentiment, rather than support or opposition. Respondents were also given an opportunity to leave an open text comment about the scheme, as well as an open text comment about the proposed School Street, in order to gain a better understanding of their views.

11.2 As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether the people are supportive or object to the proposed LTN.

11.3 Responses were monitored to ensure that individuals did not submit multiple responses. Where individuals had left more than one response, their most recent response was kept and previous responses were removed from the consultation.

11.4 Percentages were rounded to the nearest whole number. As such, in some instances percentages may not total 100%. Most percentages were calculated based on the number of responses to that question, except for where respondents were able to select more than one option. For these questions, the total number of respondents was used to calculate the %s.

11.5 Open text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency.

11.6 Demographic questions were structured to provide comparable data to UK Census and official statistics. Questions and answer options mirrored those asked in the 2021 Census, with the exception of gender, which focused more on gender identity rather than biological sex. As such, this had additional categories added.

11.7 Generally, only categories with >100 respondents were presented in the cross tabulation plots (with the exception for the plots regarding respondents' location and where stated).

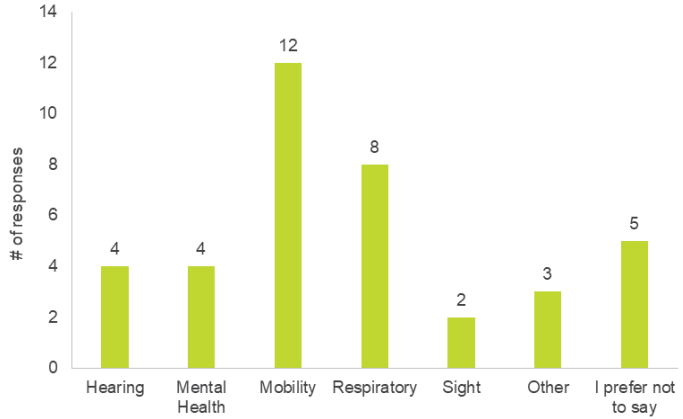
11.8 We have determined 'negative' responses as those who responded '1 - Negative' or '2' to the survey question. 'Positive' responses were a combination of '5 – Positive' and '4'.

:

Appendix A: Methodology

11.10 Respondents' providing responses via the survey online were limited to select one disability type, whereas those who completed a paper survey were able to select one or more. We have presented the online survey results earlier in the report. The plot for disability type can be found below

Chart 11.1: Please give details of your physical or mental health conditions/illnesses



Appendix A: Methodology

11.11 Respondents' were asked to select how they are connected to the Bounds Green Area. The following responses were from respondents' who selected 'Other' and provided details about their connection to the area:

- Attend Children's after school activities, visit local parks
- Regular visitor to parks in the area
- Parent of children who frequently use Downhills Park and Lordship Rec
- I attend church in the Bruce grove area
- Various
- I travel through the area and also stop there for business and leisure.
- I attend a recreational group session in Bruce Grove
- I bring my children to parks in the area
- I currently live in haringey but am about to move to Map B of west green area in a few weeks
- I go to school here
- I live right on the edge of it
- I am a motorcycle community response volunteer, having to attend to patients in distress in the area
- I have a child in child care in this area
- I visit Bruce Castle Museum and Park
- I care about the area
- I visit parks in the area with my children
- Cincerned about the impact on disabled residents in the area
- My GP is in Bruce Grove
- I am disabled and aged 70
- I use parks

11.12 65 emails were received in the Bruce Grove West Green LTN Inbox, a number of which contained feedback on the scheme. General feedback raised similar issues, suggestions and reasons for support as the consultation survey. Some additional points have been incorporated into the feedback, but as respondents could both email and fill in the consultation, we have not included numbers for themes raised by email. Some emails from groups in the area have been included in Appendix C.

Appendix B: Response from emergency services

London Ambulance Service

Good Afternoon

I hope you are well; after reviewing the proposed LTN plans carefully and following the emergency services meeting 8th July please find the below comments from the ambulance service;

London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

On the implementation of LTN schemes it is important to highlight that we support measures to improve public health by reducing traffic and encouraging walking and cycling but we know that changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. This is why we are asking that emergency vehicle access is properly considered in all LTN schemes, by looking at ways to implement traffic management changes that avoid introducing physical barriers, like the planters and lockable bollards, in preference for automatic number plate recognition cameras (ANPR) which enable unimpeded emergency access and egress.

On 5 July 2020, LAS Chief Operating Officer formally wrote to all London Boroughs and TfL, including Haringey, informing them of our concerns regarding hard closures and requesting that, where possible, hard closures should be avoided and camera enforced soft closures be implemented to all LTN's for unhindered emergency vehicle access and egress, due to the potential risk hard closures could have in delaying an ambulance response and therefore impacting patient safety.

The LAS does not carry any form of fire brigade or GERDA keys on our vehicles due to the way the ambulances are dispatched to calls with the nearest available ambulance being dispatched on next 999 call regardless of geographical location, therefore vehicles from outside Haringey will respond to calls within the borough. In addition there is no standardised lock used across London and even a delay of 2-3 minutes to stop, drop and unlock a bollard can delay an ambulance further reaching a 999 call and have the potential to impact on patient safety.

Bounds Green A LTN:

- Request for Queen's Road proposed hard closure to a camera enforced filter to facilitate better emergency egress from the scene of an incident with a patient who may require emergency admission into hospital, especially as the area is already restricted due to the railway line and one way system.

Bounds Green B LTN:

- Trinity Road – the filter that currently is in place, is this being replaced by the two proposed timed camera enforced closures?
- Marlborough Road proposed filter – due to the end road sufficient turn around space will need to be provided and enforced to prevent parking and delay egress from scene with patients. Noting the above regarding hard closures.
- Truro Road closure – although other routes have been provided the closure still creates increased diversions for crews responding to calls in area. Noting the above regarding hard closures.

Bounds Green C LTN:

- Passmore Gardens hard closure does create a diversion for crews. Note above regarding hard closures.

West Green Road/St Ann's Road LTN:

- The proposed through route design/system would assist in better emergency vehicle access and egress around the area. This permeability will allow better emergency access to residential and business properties in the area. It will also aid the ability for staff to reach Tottenham Ambulance station to start their shift, allows better access to St Ann's hospital, allows patient transport services to better access/egress the area and convey patients to and from North Middlesex from St Ann's Hospital.
- Retaining the rough routes on Black Boy Lane, Cornwall Road and Avenue Road is essential to aid emergency vehicle progression through the area.
- The design highlights a number of proposed modal filters but it is unclear from the map whether these are camera enforced or hard closures (noting the above regarding hard closures). Could I request an update with what the proposed closures will be hard or camera?
- Emergency vehicle access and egress would need to be facilitated through soft closures easily off these through routes to ensure a timely response to patients and easy egress to hospital. In particular filters F2, F3, F4 and F6 to prevent long diversions around closures. – note above regarding hard closures.
- The other design severely restricts the permeability of the area for emergency vehicles.

Bruce Grove A LTN:

- The volume of proposed hard closures is a huge concern and would create a extremely complex and difficult area for crews to navigate easily when responding to or egress from emergency calls. The area already has a very complex and difficult to navigate 0ne system that creates diversions for crews, adding additional hard closures will further complicate matters. It also goes against the recommendations in the letter sent to Haringey Council from the LAS in July 2020 and TfL support for greater use of camera filters instead of hard closures.
- Filter 6 – ideally to be a camera to allow better southbound access to area from the The Avenue.
- Filter 10 – How is access to Linley Road going to be facilitated without long complex diversions for emergency crews?
- Filter 11 restricts access to the Pembury Road estate leaving only north access and will result in crews having to contend with the congested Lordship Lane @ A10 junction.
- Filter 13-15 creates an extremely complex, restricted and difficult road network to navigate for emergency crews when under emergency conditions, especially when they are already under pressure to reach unwell or injured patients. Better permeability is needed to assist access and egress in to, around in out of this area. Noting above regarding hard closures.

Bruce Grove B LTN:

- Better access/egress off and onto Downhills Way through an additional camera filter(s) on Rusper Road and/or Sandringham Road. This would assist in preventing long diversions for crews.

General

Any traffic order (banned turns, modal filter, bus gate, school street etc) would require the appropriate exemptions to be included for ambulance, fire and police purpose.

Many Thanks

Darren O'Rourke
Emergency Planning and Resilience Officer South East London and Surface Transport/
NILO

Department for Resilience and Specialist Assets| London Ambulance Service NHS Trust | Units 1 &2 Datapoint Business Centre, 6 South Crescent, Cody Road, London, E16 4TL | Tel: 0203 0690417 int. 130417| Mob: 07557565967| ISSI: 9179028 | Email: Darren.ORourke@nhs.net
Respectful | Professional | Innovative | Collaborative

Appendix B: Response from emergency services

Metropolitan Police; London Fire Brigade

I have liaised with the borough leadership team who have no objections to these proposals, but did enquire as to whether or not you have considered the cumulative impact of your LTN's sitting alongside those close by in Enfield.

I have also read Darren's detailed response, most of which we would echo, with the only difference being that we do not necessarily require quick egress from areas. As discussed in the meeting, we would like to see those proposed hard closures that can potentially cause problems be considered to being changed to camera enforced ones.

This is my only concern and I have no objections to your proposals.

Kind regards

Luke HEMING

Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Camden and Islington

VISION ZERO – ROAD SAFETY ENGINEERING UNIT | METROPOLITAN POLICE
Telephone 07929 857398| 07918 228470
:**Email** luke.heming@met.police.uk
+**Address** CHADWELL HEATH TRAFFIC UNIT, 11 GROVE ROAD, CHADWELL HEATH, RM6 4AG

Classification: **OFFICIAL**

My name is Claiton Murray and I am the new Borough Commander for Haringey for the London Fire Brigade. After looking at your presentation regarding the implementation of hard closure barriers and having discussions with my colleagues, I do have concerns about accessibility for fire appliances as well as special appliances like our aerials. There seems to be no detail around the width restrictions that are being proposed. These details are important for the London Fire Brigade as is the layout (even if the width is appropriate, manoeuvring large appliances based on the layout may be problematic). If the layout or widths of the restrictions impede on the ability of our appliances to pass through, this could impact on our attendance times and may prevent larger appliances from attending incidents altogether. London Fire Brigade has target attendance times of 6 minutes for the first appliance to arrive at an incident and 8 minutes for the second appliance.

I have attached a guidance note that outlines some requirements that appliances need for access (this is a fire safety note but still relevant in parts for your proposals). I echo the thought process of our LAS and Police colleagues, that should restrictions need to be put in place, perhaps an approach that does not require a physical barrier would be advantageous.

Kind Regards,

Claiton Murray
Borough Commander Haringey

Tottenham Fire Station
49 St. Loys Road, London. N17 6UE
T 020 8555 1200 Extn 35685
M 07717 517306 **P** F122
E claiton.murray@london-fire.gov.uk

Appendix C: Responses/comments from groups

Ducketts Green Residents Group

I am very happy at the proposed changes as are the many residents in Ducketts Green and we really welcome the LTN in the area to help start the massive uphill battle we have against climate change

TfL- Buses

Bus journey time must be protected on the scheme perimeter. Any known pinchpoints for bus movement should be addressed as part of scheme implementation. Any issues arising after implementation, should also be addressed given that the scheme is next to strategic bus corridors.

Belmont Infant School

I am really concerned that Belmont Infant School is not mentioned in the proposal nor is The Vale at Belmont which allows for around 20 children with physical disabilities to be bussed/taxied in to my site. Why is their no mention of these schools within the zone and why haven't I, the Head of Belmont, been told of some of the details which directly affect my children, staff and parents, specifically how those who work shorter days (e.g. TAs who work 8.45-3pm) will get into the zone. How do taxis / buses for SEND get through the modal filters? Can we only have 2 permits per school - I have many specialist staff travelling miles. I really think LTNs are good BUT need to have been told / agreed how logistically it will work for us. I am very concerned that I have gone from supportive to angry in a few hours!

See my previous email about not being informed enough about how it will work for my school. This is the first mention of Belmont Infants, I assumed you had forgotten us. You need my support as I can influence the parents - talk to me!!!

The Grove

Concerns we have at school. We have a number of children who are picked up by taxi each day - these taxis sometimes change, depending on the availability of drivers. How would these taxis be registered or except from the closed roads or school streets. How will the parents pick up from club? This is infrequent so they would not be registered as a frequent user How will it affect our parents who travel across the borough for their child to attend school - would their car be exempt from all zones in Haringey What happens in emergencies and parents ask others to collect their child? how do they enter the zones? What happens to our parent support and liaison service? We have a key member of staff who drives across the borough during the day to support families in the home? How we she enter or access through all the road closures across the borough? We are concerned that we might loose key members of staff, particularly SLT, we have a number who live a long way and rely on cars for communizing. Pushing traffic from residential streets will only cause the main roads to become more congested. This will no doubt have an impact on the pupils who are on Haringey transport. For some of them, they already have over an hour on the bus to and from school - the increased congestion could see this rising which will have an impact on their wellbeing. School streets provide a good solution, for the Grove, we have very few children walking to school so our concerns are about transportation of our SEN children.

We are only concerned about some of the key vehicles which will need to enter and exit the school across the day. Will these be exempt?

Vale School

The proposed changes are going to cause a lot of disruption to the special schools that operate within the Low Traffic Neighbourhood. The proposals do not consider the need for frequent access to special schools and the difficulties that will arise by limiting access as proposed by the consultation documents. Although I am broadly in favour of the aims of reducing traffic and promoting cleaner air, the traffic that cuts through from Westbury Avenue to Belmont Road and Downhills Way has not been problematic for the operation of the Vale Inclusion Scheme @ Belmont School (Vale@Belmont). However, the proposed limits to access to the school site will add to the logistical burden of operating the school and overall, be detrimental to the wellbeing of the students who attend the school. I have summarised some of the main points below and some proposed solutions. I would welcome more engagement with the unique circumstances of Vale@Belmont. Student and Transport Access As a special school, we do not draw from a local area, where students can walk or cycle to school. We have students travelling from out of borough, including Hackney and Enfield, because Vale@Belmont is the best option for the wellbeing of these students. These journeys are undertaken in a variety of different ways, including taxis, Haringey transport minibuses and parental pick up and drop off. These vehicles can change at very short notice. We will need to ensure free access for all of these vehicles so that our students can access the school site. It is concerning that limiting traffic in some areas will create a greater build-up of traffic in other areas, which might make the journey from home to school longer or more arduous for some of our students. They may need to be picked up earlier from home in the morning, in order to navigate the new convoluted route and this will be detrimental to their wellbeing. Proposed Solution: - The physical modal filter (green) is exchanged for a timed closure filter (yellow) in order that vehicles can access the school from both main roads. - There is a trust between the school and the agency granting vehicle exemptions so that the process of exempting a new vehicle is agile and responsive to the school's needs. Staff Access Additionally, our staff are specialists in the field of SEN and many do not live locally to the school. They will be impacted by the change in route, adding time to their journey and will need to be granted access to the school via the timed closure (yellow barrier) as their working hours mirror those of the School Street and the timed closure. It has been indicated that only a limited number of exemptions can be made for the timed closure filters and this is concerning given the necessity of staff and students accessing the site. Visiting Professionals Vale@Belmont is also visited by a wide variety of medical professionals, including physiotherapists, occupational therapists and speech and language therapists. These therapists often need to travel between schools by car across the whole borough in order to support students with special educational needs. Proposed Solution: - It is guaranteed that all staff members of Vale@Belmont who currently drive will be granted an exemption and therefore able to pass through the timed closure filter during the School Street hours. - Where a need to drive arises, it is simple and fast to grant an exemption to pass through the timed closure filter. Educational Trips and Visits Moreover, in order to take the majority of our Vale@Belmont students on educational trips and visits, we need use of a minibus with a tailgate lift or a black cab with wheelchair access. As some of our students have physical disabilities, it is necessary for the vehicles to be able to come right into the school for us to load the vehicle safely. They cannot wait for the students outside the LTN. These vehicles will change out of necessity from day to day and we will need a mechanism to grant them access to the site. Educational trips normally run from the beginning of the school day until the end of the school day and as such, either our students with disabilities would have to wait and therefore miss part of the experience or there will have to be a mechanism by which vehicles can be speedily granted the exemption to enter through the timed closure filter (yellow) on Rusper Road. Proposed Solution: - Granting exemptions for new and unknown vehicles e.g. black cabs can be completed within a very short time frame. Increase in Traffic Although it is asserted that there will be an overall reduction in traffic, it is not clear from the literature that this will be the impact of these measures. There is a clear danger that the same traffic is funnelled onto the roads that do remain open and these roads become increasingly more congested, causing disruption to the accessibility of the school for our students, staff and associated professionals. Proposed Solution: - Monitoring of traffic along Westbury Avenue and Belmont Road / Downhills Way and appropriate changes made if these roads see increased congestion.

There is a special school co-located with the Belmont Schools, Vale School. This has not been mentioned in this consultation document, which is frustrating as special schools have a number of particular circumstances which means it is important to have easy access to the school site. The School Street has the potential to cause significant disruption to the staff and students at Vale@Belmont. Please see my previous comments on the LTN which cover the two physical modal filters and the emergency access timed closure that make up the School Street for the Belmont Schools and Vale@Belmont.

Appendix C: Responses/comments from groups

Harris primary Philip Lane primary school

The council are trying to enforce all vehicles to travel down Philip lane which will cause considerable negative consequences to our school and community. Please do not do this change!!!!

Better Streets for Enfield

We welcome the proposals!

Haringey Living Streets

Haringey Living Streets strongly support the scheme proposed for Bruce Grove. In response to continued rises in traffic levels across the borough, especially on residential side roads, the council's plans to deliver LTN schemes across Haringey are much needed. Alongside the implementation of this LTN, we call on the council to ensure that improvements and funding are also used on main road improvements at the same time. We also support suggestions made by the Healthy Streets Bruce Grove group for improvements to pedestrian infrastructure across the ward.

Duckett's Green Healthy Streets Group

Please ensure that the Emergency Access filters are designed & implemented in a manner that makes them clear & obvious to drivers to avoid dangerous and conflicting moves by confused drivers. 2) Belmont Road, being a boundary road within the LTN area, will need constant monitoring as a primarily residential street with key access to parks, nurseries, GP surgery and other local amenities to ensure traffic, noise, pollution and danger levels do not increase and for further measures to be taken if they do. 3) Looking at possibility of installing physical filters on each Langham Road/Belmont Road junction if the Emergency Access filters don't prove effective. 4) Possibility of installing a Bus Gate at top of Belmont Road (at mini-roundabout with Downhills Way) if traffic levels do not reduce to a suitable level post-implementation. 5) Look at possible need for better road lane design along Belmont Road/Downhills Way to better manage traffic flow, reduce speeds and encourage safer driving whilst improving safety for pedestrians and cyclists. 6) More bike hangars to facilitate more cycling in area 7) Creation of pocket park where Langham Road (west) meets Belmont Road to create an urban hub 8) For the LTN to be a success, there need to be better links to the wider planned cycle network. This must link into key routes with provision of safe, segregated bike lanes, their links to LTN streets and key routes and links to wider borough & TfL active travel schemes.

The School Streets will also benefit from monitoring of traffic levels on main roads, particularly Belmont Road, where children cross to move across the area. In addition, linking School Streets to cycling schemes will also allow for future increase in travel-to-school journeys being conducted by active (walking/cycling) modes once the LTN has bedded in.

United Cabbies Group

I write on behalf of our members who continue to raise concerns that they remain excluded from travelling through the bus gate despite licensed taxis (hackney carriages) being publicly hired vehicles the same as a bus. We are disappointed to see this is the case and would ask this is reconsidered as a priority. This is at odds with the practice in many other boroughs. The diversion licensed taxis (hackney carriages) are required to take equates to a journey which increases the journey time and cost by 50% and for those passengers who do not have access to a car but use licensed taxis as their mode of transport are being treated yes favourably than residents with a blue badge exemption who are not publicly hired and not compelled to take passengers via the shortest route because we charge via a regulated meter or which fees are set by TFL. It is important to note any exemptions granted to licensed taxis will not significantly impact on existing schemes many of which are currently using experimental traffic orders. Signage can be easily adjusted on bus gates and restricted turns to add licensed taxi exemptions as is already the case within the London Borough of Hammersmith & Fulham, Southwark, Croydon, and Greenwich. Essentially the simple premise to work to when giving due consideration to exemptions for licensed taxis (hackney carriages), is based on their legal status as a form of public transport, and as such licensed taxis and their drivers are subject to a different legislative scheme from private hire vehicles, which are not a form of public transport, and not authorised to ply for hire. Within the Regulatory Framework, licensed taxis provide a service which supplements the existing modes of public transportation and which, in some ways, can arguably be assimilated to a universal public service. Being able to hail a taxi from the street or to pick one up from a cab rank is an essential alternative to other methods of transportation available. The requirement to be able to hail safely and conveniently is of particular significance for disabled persons, who may find it more difficult than non-disabled persons to spot taxis and to attract their attention. It is also of particular relevance given the stringent accessibility requirements to which taxis are subject – including the requirement to be able to accommodate a standard-sized wheelchair. By contrast, PHVs, which are not permitted to operate in the street hailing market, are not subject to the same accessibility requirements. Taxis have a distinctive appearance (which is, in part, a reflection of the fact that there are only two makes of vehicle currently in production that satisfy the Conditions of Fitness), which not only assists TfL's and other enforcement officers in identifying them but also, importantly, enables other road users to distinguish them from ordinary private cars with relative ease. Not only are taxis able to ply for hire by hailing them from the street but this comprises a substantial part of their business and is used by hundreds of thousands of passengers a week.

We have a number of drivers who undertake regular school runs and when this is part of SEN transport it can be more challenging to negotiate the closures as the child needs to dropped or collected from the school based on their needs. We have no issue with Schools Streets per se and our members recognise the necessity and in probably 95% of the time can work round these. As you will be aware, licensed taxis provide an essential form of home to school transport for many children and their families, including children with Special Educational Needs and Disability (SEND). Indeed, our members are often contracted by local authorities such as your own or parents to provide regular home to school/school to home travel because of our wheelchair accessible vehicle. It is important that this role is recognised in the implementation of these schemes, with plans in place to allow for appropriate taxi access. We would urge you to ensure that the role of publicly hired taxis is recognised in the Traffic Management Orders (TMOs) and essential access for taxis is maintained. The TMOs should be clear and unambiguous in setting out the circumstances under which taxi access will be permitted, to ensure that taxi drivers are clear on what taxis can and cannot do and drivers do not encounter problems. This should also be made clear with appropriate signage and any enforcement measures in place must account for taxis requiring access. For example, where barriers are in place these should ideally be manned to ensure that essential access remains possible, with those manning them appropriately briefed.

Appendix C: Responses/comments from groups

Haringey Cycle Campaign

[redacted]
Haringey Council
River Park House
225 High Road,
Wood Green N22 8HQ

HARINGEY CYCLING CAMPAIGN

[redacted]

17th September 2021

Dear Neil,

Low Traffic Neighbourhoods - Public Consultation

Thank you for giving HCC the opportunity to participate in the stakeholder and other consultation events, leading up to this consultation. The plan for 25 future LTN across the Borough is very welcome and we agree it is very important the three LTNs currently consulted on are a success. Generally the current plans are very well presented, however we would urge the following be considered in future communications -

1) Emphasise that each LTN is part of an overall plan for 25 future LTNs across the Borough. The consultations refer to a "wider programme…in the Council's Draft Walking and Cycling Action Plan….", however being clearer on future LTNs would reduce the fear of long term traffic displacement.

2) Try to simplify language and presentation. For example while we agree the expression "modal filter" be used in preference to the inaccurate description "road closure", it would help if the illustration of a modal filter could be shown immediately below, as many people are not familiar with this sort of technical language.

3) Show existing pedestrian crossings, Toucan crossings and cycle contra-flows. This information should also be shown in all future design drawings.

4) For all schemes include measures:-

To improve walking and cycling permeability on the periphery of the LTN.
To make local distributor roads cycle friendly.
To improve pedestrian and cycle junction safety and usability at the cell periphery.

In the short term there will be an increase in motor traffic on local distributor roads, so in the absence of these measures, the potential of LTNs for modal shift will not be realised and the overall project could fail.

We give our specific comments on the LTN proposals in the following pages.

Bruce Grove

HCC supports the overall scheme in principle and the proposed school streets. The proposed bus gate on CS1 is particularly welcome.

1) There are a number of changes proposed to the existing very complicated one-way street system in area "A", for example the reversal of flow on Lordsmead Road. Existing and proposed cycle contra-flow is not indicated in the plans, however we assume it is intended this will be retained at this road and the splitter island relocated to the North. There is presently no signage at the North end of the road to warn drivers there is a cycle contra-flow, so they think cycles are "going the wrong way" and this encourages aggressive behaviour, ***surely not what we want in an LTN!*** It is vital that adequate warning signage be provided. The same situation applies at many other streets in the existing one-way system. HCC has previously requested improved signage and some has been provided, but drivers often don't see it, or ignore it and push past without slowing down or allowing adequate space for cycles to keep out of the "door zone". This can easily put off anyone taking up or returning to cycling.

2) Rather than adjusting and improving this complicated and dangerous system, we suggest it would be far better for all these LTN roads to revert to normal 2-way operation. Historically the one-way system was introduced to cope with high traffic flows and the quieter roads were not made one-way. With lower traffic levels 2-way streets should work perfectly well, ending the current confusion, reducing traffic speeds, improving pedestrian and cycle safety, saving on signage maintenance and reducing street "clutter". Some passing places may be needed and these might be combined with planting.

3) On CS1, leaving the LTN via Church Lane, the cycle contra-flow is obstructed by parked vehicles. The parking should be removed.



4) We suggest an urgent review of road maintenance coordinated with the inception of the LTN, for example repair of the appalling road surface on Philip Lane (especially just after the junction with Jansons Road).

5) The existing speed cushions, for example on a section of Higham road, tend to push cycle riders in to the door zone and encourage drivers to take a dominant centre road position. The speed cushions should be replaced by sinusoidal humps, or removed.

6) In area "B" the LTN proposals should work very well, in particular the school streets, however there is presently a problem with some drivers speeding on the long straight roads, such as Mannock Road. As far as can be remembered there was an in-depth public consultation carried out by Sustrans for the West Green Environmental Area and only a limited number of speed tables were introduced (for example at the East of Mannock Road). These seem to be adequate on the quieter residential roads, but not enough on present "rat runs". We suggest limited speed table provision be extended to the North of area "B" and traffic speeds be monitored.

Appendix C: Responses/comments from groups

Bruce Grove Healthy Streets Group

Introduction_

Who we are

Healthy Streets_ Bruce Grove and West Green is a group of local residents from both of the Council wards, open to anyone that lives here. Our members live right across the area, including around Bruce Grove to the east, around Four Corners, on Broadwater Farm in the centre and on and around Belmont Road to the west. We have come together to engage with our community and the Council to improve our local streets to make them safer, greener and accessible to all.

The purpose of this report

This report sets out ideas from our group in response to the Council's proposal for a Low Traffic Neighbourhood (LTN) in the area. We believe these would help to deliver both the Council's aims for the scheme and our aims of safer, greener and more inclusive streets. While we would not claim to represent the whole community, our hope is to provide useful suggestions from people who live in the area for the Council's early design work, which will go on to be consulted on more widely. We hope to engage further with the community over the coming months to generate more ideas and a response to the Council's initial designs once they are ready.

A well-designed and maintained public realm cannot respond to all of the challenges an area might face, but it can go some way to facilitating improvements in community cohesion, community health (mental and physical) and even community wealth, as well as contributing to a globally sustainable future.

This report collates community ideas on three specific issues - traffic filters, walking and cycling. As the proposed Bruce Grove LTN encompasses a large part of West Green ward as well as Bruce Grove ward, we have brought issues across the two wards together here to allow them to be considered as a whole.

Our suggestions in brief

- Traffic filters plus main road speed mitigation measures
- Additional safe crossings for people walking and cycling
- Safe, continuous cycle links, including upgrades of existing routes where necessary
- Additional street greenery
- An 'inclusive pavement audit' tackling problem paving for wheelchair and buggy users
- The eventual appointment of a professional design team commissioned to masterplan our neighbourhood

Appendix C: Responses/comments from groups

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- The eventual appointment of a professional design team commissioned to masterplan our neighbourhood

Safer streets_
Residents feel unsafe because of the speed and volume of traffic in our area. Our area has one of the worst records of injuries to people walking and cycling on non-main roads anywhere in London. Even minor injuries can put people off walking and cycling, denying them the health benefits these can offer. We believe that reducing through-traffic is key to addressing this problem and support the Council's proposal to introduce an LTN to address this issue. We also need safer cycle links beyond the LTN to give realistic alternatives to driving.

Greener streets_
Residents consistently demonstrate their desire for a greener neighbourhood. Bruce Grove ward is the most densely populated ward in Haringey, but has less than 5 per cent open space, well below the London average. Changes to streets can create more space for greenery, while creating looked-after places (supported by measures such as public art) that help tackle fly-tipping, another key issue for residents. The LTN can help to increase the extent of public realm available for these measures, including through physical filters where possible. Planning for the LTN should also consider how best to link in with existing green spaces and improve connections between them.

Streets for all_
Changes to our streets should benefit groups that are often overlooked when maintenance and enhancements are planned. Children should be safe to have more independence and opportunities for play, whilst our pavements are too often not inclusive for wheelchair and buggy users: we have too many uneven surfaces, pinch points and cobbles from redundant driveways and not enough dropped kerbs. This should be addressed when the LTN is introduced. More widely, the LTN should help promote a sense of continuity and cohesion between different parts of the neighbourhood.

Traffic Filters
We support the principle of filtering through-traffic away from roads that are not designed to safely carry it. It is not simply a case of whether a road is residential or not: research suggests that every mile driven on a minor road poses a greater risk of injury to people walking and cycling than those on main roads and that LTNs are a highly effective solution to this problem. We welcome the Council's proposal for an LTN in Bruce Grove, an area that has some of the highest numbers of walking and cycling casualties on neighbourhood roads anywhere in London, recording around 30 casualties in the last four years. We also note that this leaves a large part to the west of our area without firm plans for an LTN. We think there is potential to design the Bruce Grove LTN to extend its benefit further into West Green ward.
We support the use of ANPR cameras to facilitate bus routes and fast emergency service response times, including from Tottenham Fire Station. However physical filters are preferred where possible, offering greater benefits to people walking and cycling and opportunities for street greening, play and outdoor seating for businesses amongst other benefits. There are opportunities for the implementation of physical filters, such as on North-South routes where emergency services may use the A10 (rather than navigating the one-way system).
Traffic filtering should address traffic cutting through the area east-west such as via The Avenue and Sperling Road, and Morrison Avenue and St Loys Road. In doing so, we would like to see a 'neighbourhood centre' created at the Four Corners (by filtering Mount Pleasant Road either side of the Avenue, which should have a bus gate along it for the W4). This space can be used for seating, greenery and place making, creating an attractive local destination for walking and cycling to.
Belmont Road has also been raised by many residents, as has Langham Road and the junction in between the two in particular. One issue is that the design of Downhills Way encourages more and faster traffic to travel down Belmont, which is wholly residential or green space. We suggest (from south to north): a filter on either side of the junction of Belmont and Langham Roads; a formal pedestrian crossing by the park entrance; and replacing the roundabout at the end of Belmont with a junction that allows people cycling to safely travel along Downhills Park Road. The area to the west of Downhills Park Road/Belmont Road has no bus routes and few entry points - meaning the whole area could become an LTN with a few additional filters, such as the one at the junction of Langham and Belmont. We urge the Council to consider this option as a cost effective way of mitigating any impacts from the LTN and widening the benefits of the scheme.
At the same time, we would like to see measures to reduce traffic on Belmont Road, and a number of residents have suggested filtering the road itself, introducing timed closures (like those on Francis Road in Walthamstow) and/or banning turns (e.g. towards Green Lanes), and we encourage the Council to look at these options in more detail than we are able to. Should the Council proceed with Belmont as a boundary road, it should implement the mitigation above and closely monitor traffic levels. It is possible the St Ann's LTN could reduce traffic on Belmont Road by cutting off a rat run 'down stream', so it is important that the two LTNs are delivered at the same time. If issues on Belmont Road persist or worsen, the Council should look at options to mitigate this including reconfiguring the LTN. We also urge the Council to consider the role of wider traffic reduction measures, such as reducing the attractiveness to drive to Wood Green, Green Lanes and other destinations through parking policies, which generate a significant part of the traffic we see in the area.

Appendix C: Responses/comments from groups

Bruce Grove Healthy Streets Group

Healthy streets_



01 New pedestrian crossing to aid safe crossing of Lordship Lane, slow traffic and increase accessibility to this neighbourhood centre

02 Table junction and new pedestrian crossings to the south and east of the roundabout to increase accessibility to Bruce Castle Park and reduce traffic speeds

03 Introduction of signalised crossing to this major junction

04 New level access pedestrian crossing on Bruce Grove to increase accessibility of town centre and to prioritise pedestrian access over traffic speeds

05 New pedestrian crossing at western entrance to Downhills Park to aid safe crossing of Belmont Road, slow traffic and increase accessibility

06 New pedestrian crossing to aid safe crossing of Philip Lane, slow traffic and increase accessibility to this neighbourhood centre

01 Cycle crossing proposed on CS1 to facilitate north south traffic and improve safety.

02 Cycle Superhighway 1 (CS1) is routed along Broadwater Road through Bruce Grove. The contra flow on this road is felt to be dangerous

03 Drop kerbs either side of this cut-through would create a new, safe cycle route through the north east corner of Bruce Grove ward

04 The cycle lane on Bruce Grove itself only routes in one direction and is often blocked by buses and parked cars

05 This existing route is felt to be unsafe due to the contra flow; hoped to improve on LTN implementation

06 Proposed High Road cycle crossing to better enable east-west cycling on the existing (though poorly segregated) route

07 CS1 routed onto Napier road. The contra flow on this road is felt to be dangerous when cycling northwards

08 Provision of substantially improved cycle crossing is needed to facilitate east west link

09 New cycle crossing proposed to facilitate north-south cycle traffic

10 New cycle crossing proposed to facilitate north-south cycle traffic

01 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

02 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

03 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

04 Pavements widened either side of junction to slow traffic and facilitate crossing - ideally to become a table junction to facilitate level access crossing

05 Pavement build-outs on opposite sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

06 General re-design of Bruce Grove over medium term to include narrowing of carriageways, traffic calming (surface change?), pavement build-outs / widening

07 Very narrow pavement requires widening and drop kerbs

08 Very narrow pavement requires widening

09 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

10 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

11 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

12 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

13 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

14 Pavement build-outs on alternating sides - ideally to include trees and speed table, facilitating level access crossing and reducing traffic speeds

01 Very uneven, materially inconsistent and cluttered pavements - clear passages, improve accessibility and amenity to neighbourhood centre

02 Uneven, materially inconsistent and cluttered pavements - remove railings, improve accessibility and amenity to neighbourhood centre and key park / heritage asset

03 Very uneven, materially inconsistent and cluttered pavements - clear passages, improve accessibility and amenity to neighbourhood centre

04 Pavement parking causing narrowing of and damage to footpath. Remove or reduce extent of pavement parking to improve accessibility and amenity

05 Poor quality drop-kerbs present a trip hazard and hinder accessibility

06 Paving in very poor repair reducing accessibility

07 Pavement parking causing narrowing of and damage to footpath. Remove or reduce extent of pavement parking to improve accessibility and amenity

08 Pavement parking causing narrowing of and damage to footpath. Remove or reduce extent of pavement parking to improve accessibility and amenity

09 Poor quality paving and drop-kerbs at junction present a trip hazard and hinder accessibility

10 Cobbled driveway access and poor quality paving hinder accessibility

11 High kerb to Broadwater Lodge access causes hinders accessibility

12 Lack of drop-kerbs to Eve Road

13 Lack of drop-kerbs to northern end of Clonmell Road

14 Valued tree and adjacent signage cause narrowing of path. Move signpost, repair and potentially widen footpath

15 Pavement damaged by tree roots. Tree is valued but pavement should be repaired

16 Cobbled driveway access hinders accessibility

Appendix C: Responses/comments from groups

Bruce Grove Healthy Streets Group

Cycling_
To maximise the benefits of the LTN and successfully reduce traffic, better alternatives to driving need to provided in tandem with the development of LTNs. 60 per cent of journeys in Greater London are less than 2 miles in length - a journey that could take 30 mins by walking and 15 mins by cycling. Cycling could cater for many of the shorter car trips made in the area, if the right infrastructure was provided. The LTN should link into a series of safe, continuous cycle routes, either on quiet, filtered back streets, or on physically protected sections on main roads. In the case of the former, where these need to cross a main road, a safe cycle crossing should be added. While some of these backstreet routes exist already, the sections on main roads need to be improved - if one part of a route feels unsafe, the whole route feels unsafe and people won't cycle. It is imperative that cycle routes are optimised along their length for the safe and continuous passage of bikes where a broken link renders the rest of the chain incomplete and unusable.
The area already benefits from a north-south route in Cycle Superhighway 1, although this should be upgraded as a part of the LTN works. East-west connectivity by cycle needs improving - to the West, as above the roundabout at the top of Belmont Road should be replaced with traffic filters either side and a safe cycle crossing to enable routes to Turnpike Lane and beyond. To the east, a safe cycle route from the LTN to Tottenham Hale is essential for enabling many trips. This could go from St Loy's Road via: a safe cycle crossing over Tottenham High Road; through what is currently a Council car park (at Stoneleigh Road) but could be converted to safe cycle space; along an existing traffic-free environment on part of Chesnut Road; and then by a suitable route to Tottenham Hale station, taking into account the development plans in the area. The route should also link to existing cycle infrastructure on Ferry Lane, giving residents safe cycle access to much of Waltham Forest.

Walking_
As well as the cycle crossings highlighted above, there are numerous places where crossings for people walking should be improved. This includes the point at which Downhills Way meets Lordship Lane (part of the junction has no formalised crossing), locations on the A10 which are hard to cross and crossings to enable greater access to the parks in the area.
It's vital that this improved walking environment is fit for everyone. Transport for All's 'Pave the Way' report on LTNs in London recommended that these schemes should be 'carrot, not just stick'. This means improving the accessibility of pavements in the area, including with dropped kerbs on every road and smoother pavements. Replacing disused cobbled driveways and the introduction of paved speed tables at junctions would further facilitate an accessible, pedestrian-friendly environment. We have identified a number of locations that could be improved, but we urge the Council to conduct an 'inclusive pavement audit' in the area to best identify problem areas. These improvements should be made at the same time as the LTN is delivered.
We support pavement build-outs as a method of traffic calming because they can be formed to prioritise pedestrians; slowing traffic, improving visibility and forming a narrow point at which it is easier and safer to cross the road. They also make new opportunities to plant trees where otherwise space might be limited, as well as for placing other useful items of community benefit, like EV charging points, passive play elements or public cycle pumps. Trees themselves are evidenced to reduce traffic speed (amongst other benefits) when planted on residential streets, thereby compounding the impact of the intervention.
We are aware that there are plans in development to improve the street environment on the Broadwater Farm Estate, as part of wider proposals to replace two large buildings and add additional housing. There is an opportunity through the LTN to help better connect the street environment outside the estate to the roads within it, (Gloucester, Willan, Freedom and Adams Roads). For example, 'green' enhancements to the Estate ingress and egress streets can help create and extend the 'sense of arrival' that the Broadwater proposals are looking to achieve. Working with residents in and around the Estate, the Council should look to create a sense of continuity between different parts of our neighbourhood. This and the neighbourhood centre idea above can help create a greater sense of place and community for everyone living here.
Over the longer term all such works should be implemented using a limited, consistent, robust and quality palette of materials, designed to enhance the identity of the area. As with other interventions presented in this document, we hope that the Council recognises the benefit of having these designed together as part of a coordinated, area-wide masterplan. This will deliver a consistency of approach and an initiative that is greater than the sum of its parts. Our hope would be for the project to be designed by good landscape architects, with relevant experience, such as those employed for the most successful parts of Waltham Forest's LTN schemes.

Appendix D: Accessibility Audit

Bruce Grove West Green LTN - Roll-Around Accessibility Audit

Date: 16-07-2021; 1400-1600

Disability Action Haringey (DAH) representatives: Graham – Trustee at DAH (plus carer); Aisha: Hoda (plus carer -Nabil)

Sustrans: Dan Kelly; Suzanne King

Approach

We approach Disability Action Haringey (DAH) at an early stage in the project and, through a series of video calls and an online workshop, DAH were prepared to meet us in person. For the audit we chose a starting point that was convenient for attendees and the route was checked in advance to inform the risk assessment. Attendees included a full time wheelchair user, a light-weight 4-wheel mobility buggy user and a person who was limited in how far they could walk. The walk was very much am informal, listening exercise with the project officer helping the conversation to flow whilst the engineer took notes and asked the occasional question.

Themes

- footway quality including surfacing and micro-upstands around pavers etc
- pinch points (bins/cars) and vegetation management,
- accessibly of existing dropped kerbs especially angle of inclines
- inaccessible vehicle crossovers (grade separated)
- possible use of the carriageway where footways are poor
- Blue Badge holder access and constraints
- disability related law

Group Notes and Comments

- Footways commonly uneven and tricky to navigate throughout the route
- Parking bays not on footways, but likely used to be -the footways are in poor condition, torn up along the kerb line (sinking pavers)
- Dropped kerbs in some locations are prohibitively steep - wheelchair users have to go very slowly and push hard
- Overgrown bushes, bins and other street furniture obstruct the footways (i.e. 54 Lordsmead Rd)
  - "Why can't bins be put on the road or kept inside people's front entry areas?"
- Kitchener Road: CPZ area from 1400 -1600 daily, a carer who came to help Aisha got a ticket for parking
- Blue badge holders:
  - Discussion of difficulty obtaining a blue badge for those who require them
  - People who don't need them are selling them off/ stealing them/ using them
  - Could they be linked to license plate?
  - "Companion badge" is a Haringey specific item and is vehicle specific (tied to license plate)
  - Wheelchair users in the cycle lane -Hoda inquired if this was allowed. Stated it would be much easier!
  - User insight -really have to focus on vehicles and where they are going/ surface changes, etc.
- Gullies and dropped kerbs:
  - Where there are gullies at crossing points it restricts the length of the dropped kerb and makes it more likely to be short and steep (unsafe) e.g. Dongola Road at The Avenue N17
  - At one particularly bad dropped kerb, Graham had to go down backward and with the help of his carer -could not do this alone.
- Downhills Park
  - The disability group has met for picnic gatherings in Chestnut Park and prefer it to Downhills Park
  - Only 1 table tennis table -should have more!
  - Public Toilets - Even if you go to a café you have to purchase something to use their toilet
  - Attendees believed nothing in parks (open) as far as they could say
  - Graham offered to a share a 'Toilet Manifesto'
  - More strict about toilets due to coronavirus
- Use of carriageway by disabled users
  - Graham (wheelchair user) would use the carriageway after LTN implemented if the roads are indeed quieter
  - Visually impaired users will always stick to the footways, so have to make sure they are still up to top standard
- Discussion about understanding around the rights/ laws around disabilities
  - So many people do not know their rights and the laws surrounding disability
  - People who are disabled have to educate themselves on what their rights are -the government doesn't TELL or SHOW them, unless they ask persistently
  - Not everyone wants to (or can) go online to find information
  - Can be difficult to use online services, Hoda spoke of challenges around submitting applications, etc.

Location Specific Notes

- Overgrown bushes outside 54 Lordsmead Road -barrier for disabled/ visually impaired users
- Wimborne Rd to the west of Lordsmead Road
  - No dropped kerb, can only get onto carriageway by taking a detour all the way down to the end of the block and crossing at the dropped kerb at Mount Pleasant Road. The crossing at Mount Pleasant Road and Wimborne Road is much better (newer) -raised table.
  - There is a poor quality vehicle crossover on Wimborne Road at Drayton Road, however, it is too high of a step to use wheelchair safely.
- Lordsmead Road at Lordship Lane
  - A lot of motor traffic at the roundabout, poor pavement quality and narrow widths
  - Not safe to cross for pedestrians or cyclists to get across Lordship Lane to CS1
- Mount Pleasant Road and The Avenue
  - Concrete pavers okay as it is newer and not broken - Smooth pavement
  - Raised table at junction, smooth transition between carriageway, kerb, pavement but then only yards away the surface is in terrible condition -huge lack of consistency
  - Important to refer to hyper local areas that are GOOD for Haringey to know what standard to build to
- W4 Bus Corridor
  - In much better condition, newer footway
  - Hoda is a W4 user and she has good things to say -the bus drops the ramp for her every time.
  - Gloucester Road -bollards obstructing the footway and seemingly are not serving their purpose either.
- Broadwater Farm Housing Estate:
  - Concerns about lighting on shared pathway, south side of the estate, parallel to The Avenue.
  - Attendees stated they would not feel safe there at night
  - Drainage issues -pooling water in places, again an issue for disabled users/Uneven surface due to tree roots
  - Micro-lips (raised setts in some cases) in various places that present a tripping hazard
  - Very inconsistent quality and feel to shared pathways
- Between Adams Road and Lordship Lane (in line with Martlesham) there is a pedestrian/ cycle path that is an excellent traffic-free route
- Adams Road/ Mount Pleasant Road/ Wimborne Road -good location to add a raised table
- Wimborne Road -very busy with motor traffic during school run times

Route Map



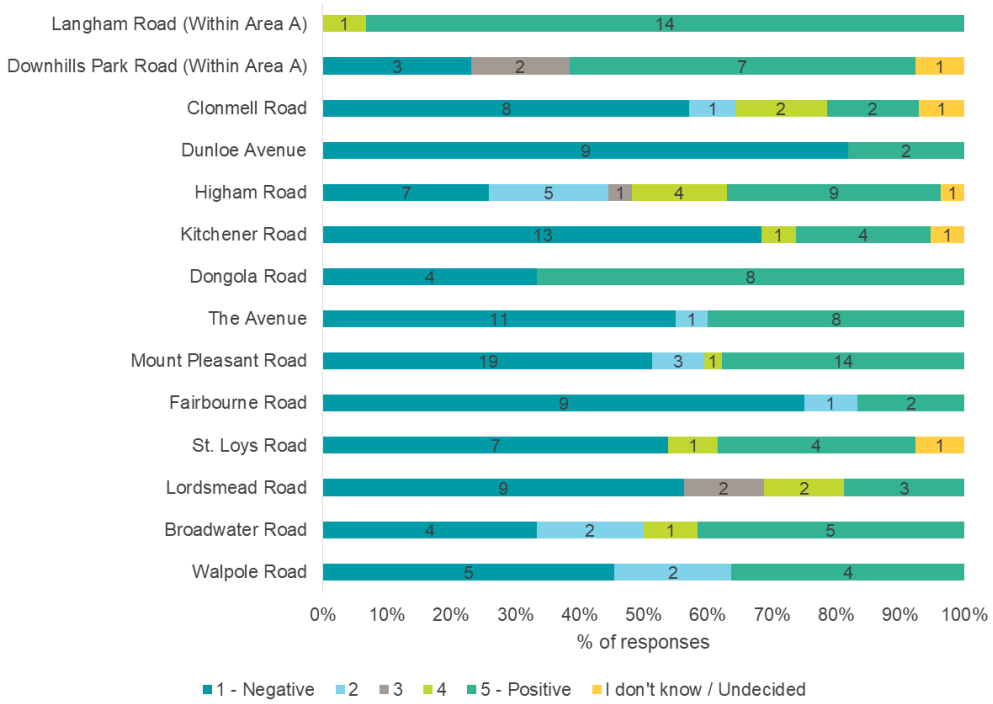
Appendix E: Street level breakdown of results

This sections looks at the differences in responses from respondents living on streets* within the Bruce Grove West Green LTN in LB Haringey. The data is based on addresses provided by respondents

*Note. Majority of streets have less than 30 respondents

Streets within Area A

Chart 11.1a: Overall, how do you feel about the proposed changes in Area A? x Streets within Area A*

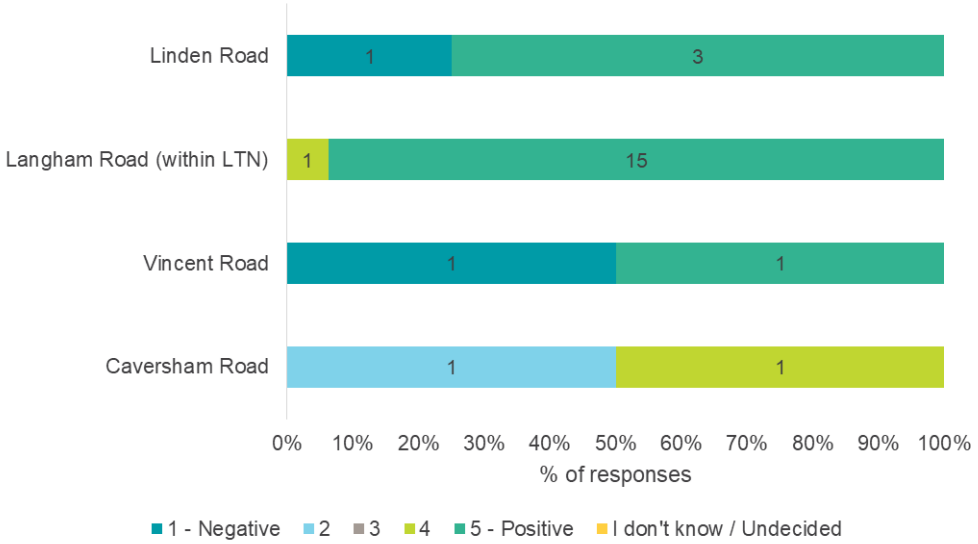


*only streets with more than 10 responses shown in plot

	1 - Negative	2	3	4	5 - Positive	I dont know / Undecided	Total
Linden Road	1	0	0	0	3	0	4
Langham Road (within LTN)	0	0	0	1	15	0	16
Vincent Road	1	0	0	0	1	0	2
Caversham Road	0	0	0	0	0	0	0
Apple Tree Road	2	0	0	0	0	0	2
Keston Road	2	0	0	0	0	0	2
Ripon Road	0	0	0	0	0	0	0
Kirkstall Avenue	5	0	0	0	0	0	5
Downhills Park Road	3	0	1	0	7	1	12
Alton Road	1	0	0	0	0	0	1
Lismore Road	1	0	0	0	0	0	1
Clonmell Road	8	1	0	2	2	1	14
Dunloe Avenue	9	0	0	0	2	0	11
Downshill Avenue	2	1	0	0	0	0	3
Pendennis Road	3	2	1	0	0	0	6
Wilmot Road	3	1	0	0	3	0	7
Hastings Road	0	0	0	0	0	0	0
Higham Road	7	5	1	4	9	1	27
Handsworth Road	3	0	0	1	4	0	8
Gloucester Road	4	0	0	0	1	0	5
Kitchener Road	13	0	0	1	4	1	19
Dongola Road	4	0	0	0	8	0	12
Chester Road	3	1	0	0	0	0	4
The Avenue	11	1	0	0	8	0	20
Willan Road	2	0	0	0	0	0	2
Griffin Road	1	0	0	0	0	0	1
Mount Pleasant Road	19	3	0	1	14	0	37
Fairbourne Road	9	1	0	0	2	0	12
Loxwood Road	0	0	0	0	2	0	2
Morrison Avenue	1	0	0	0	3	0	4
St Margaret's Road	2	3	0	0	0	0	5
Napier Road	1	0	1	0	1	0	3
Belton Road	1	0	0	0	0	0	1
Ranelagh Road	0	0	0	0	7	0	7
Greyhound Road	2	0	0	1	1	2	6
Winchelsea Road	0	2	0	0	2	0	4
Steele Road	4	0	0	0	0	0	4
Forster Road	0	0	0	0	0	1	1
Arnold Road	3	0	0	0	2	0	5
Eleanor	2	0	1	0	0	0	3
Felixstowe Road	0	0	0	0	1	0	1
Strode Road	3	1	0	0	0	0	4
St. Loys Road	7	0	0	1	4	1	13
Sperling Road	5	1	0	0	2	0	8
Woodside Gardens	4	0	0	0	1	0	5
Moorefield Road	2	0	0	1	3	0	6
Champa Close	1	0	0	0	0	0	1
Adams Road	0	0	0	0	1	0	1
Lordsmead Road	9	0	2	2	3	0	16
Broadwater Road	4	2	0	1	5	0	12
Linley Road	0	1	0	0	0	0	1
Wimborne Road	2	0	0	1	0	0	3
Radley Road	0	0	0	0	2	0	2
Whitley Road	1	0	0	0	0	0	1
Elmhurst Road	0	0	0	0	1	0	1
Drayton Road	5	0	1	1	0	0	7
Chandos Road	1	0	0	0	7	0	8
Elsden Road	0	0	0	1	6	0	7
Newlyn Road	2	0	0	0	3	0	5
Pembury Road	6	0	0	1	0	0	7
Hartham Road	1	0	0	0	0	0	1
Walpole Road	5	2	0	0	4	0	11

Roads within Area A

Chart 11.2: The physical modal filter on Linden Road and emergency access modal filter on Langham Road ?



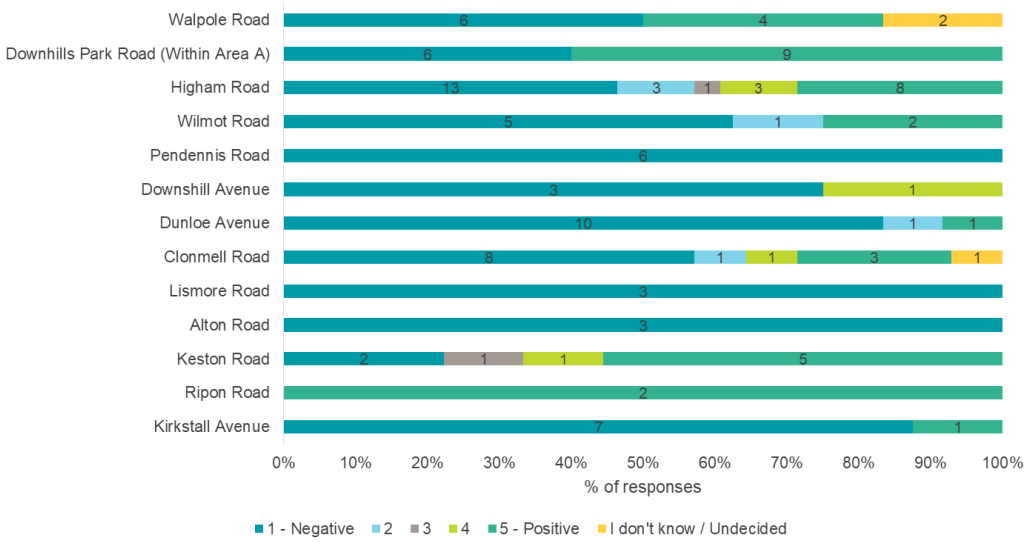
	Linden Road	Langham Road (within LTN)	Vincent Road	Caversham Road
1 - Negative	1	0	1	0
2	0	0	0	1
3	0	0	0	0
4	0	1	0	1
5 - Positive	3	15	1	0
I don't know / Undecided	0	0	0	0
Total	4	16	2	2

Further analysis of open text results from respondents on these streets provided the following insight:

- There were various comments which provided support for the scheme overall, and specifically for reducing traffic on Langham Road
- There were some comments which highlighted issues to the LTN that were not specific to the filter. This included respondents saying they don't feel comfortable cycling, that the LTN will negatively impact disabled people, and that the restrictions will increase congestion and pollution on main roads.
- One commenter preferred another design option that was presented earlier in the consultation process with the filters on Langham/West Green Road and Linden/Vincent Road. They felt this protects Park View School more and stops people coming up from West Green Road.
- Some comments are concerned about an increase of traffic on West Green road and Belmont Road, with one respondent specifying safety concerns around the schools near the area
- Some respondents specified that they would like to see additional traffic calming measures near Park View School.

Roads within Area A

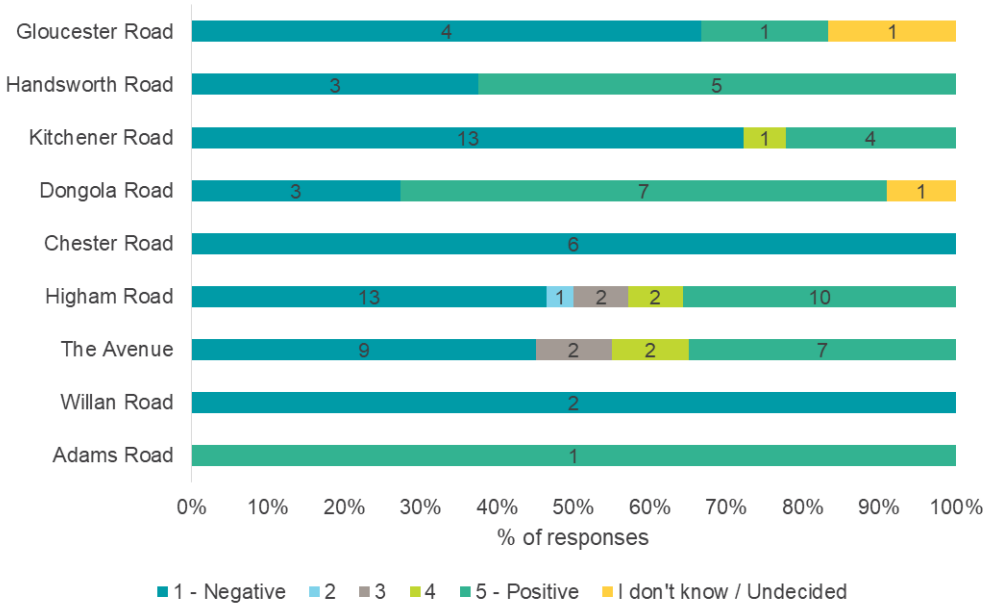
Chart 11.3 The bus gate on Downhills Park Road



	Walpole Road	Downhills Park Road (Within Area A)	Higham Road	Hastings Road	Wilmot Road	Pendennis Road	Downshill Avenue	Dunloe Avenue	Clonmell Road	Lismore Road	Alton Road	Keston Road	Ripon Road	Kirkstall Avenue
1 - Negative	6	6	13	0	5	6	3	10	8	3	3	2	0	7
2	0	0	3	0	1	0	0	1	1	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	1	0	0
4	0	0	3	0	0	0	1	0	1	0	0	1	0	0
5 - Positive	4	9	8	0	2	0	0	1	3	0	0	5	2	1
I don't know / Undecided	2	0	0	0	0	0	0	0	1	0	0	0	0	0
Total	12	15	28	0	8	6	4	12	14	3	3	9	2	8

Roads within Area A

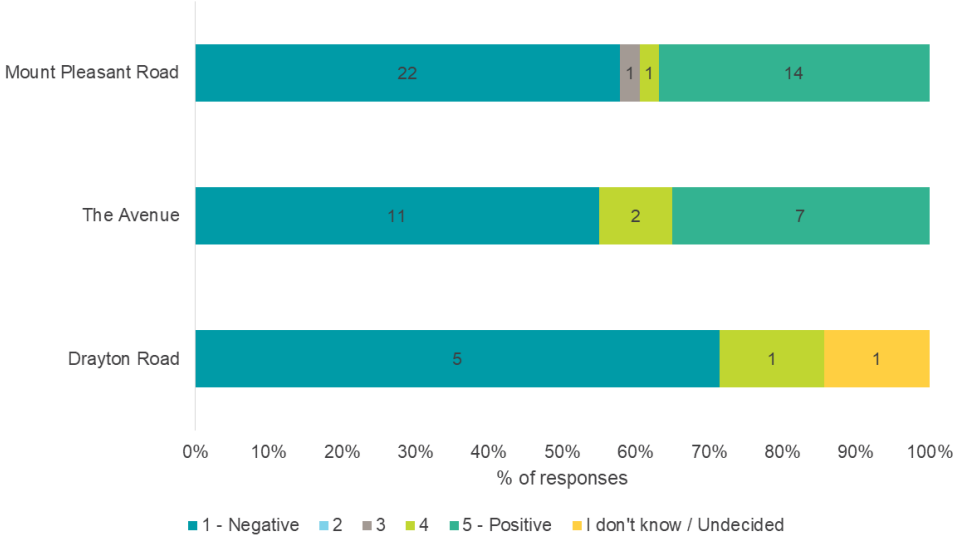
Chart 11.3: The bus gate on Gloucester Road and diagonal emergency access modal filter on Dongola Road?



	Gloucester Road	Handsworth Road	Kitchener Road	Dongola Road	Chester Road	Higham Road	The Avenue	Willan Road	Adams Road
1 - Negative	4	3	13	3	6	13	9	2	0
2	0	0	0	0	0	1	0	0	0
3	0	0	0	0	0	2	2	0	0
4	0	0	1	0	0	2	2	0	0
5 - Positive	1	5	4	7	0	10	7	0	1
I don't know / Undecided	1	0	0	1	0	0	0	0	0
Total	5	8	18	10	6	28	20	2	1

Roads within Area A

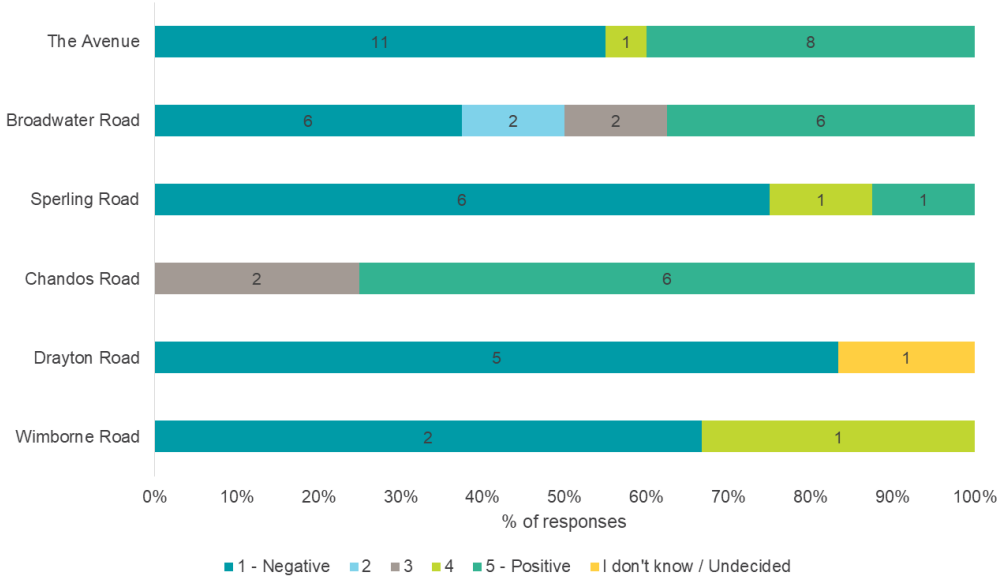
Chart 11.4: The physical modal filter on Mount Pleasant Road and conversion of a section of Mount Pleasant Road to two way traffic



	Mount Pleasant Road	The Avenue	Drayton Road
1 - Negative	22	11	5
2	0	0	0
3	1	0	0
4	1	2	1
5 - Positive	14	7	0
I don't know / Undecided	0	0	1
Total	38	20	7

Roads within Area A

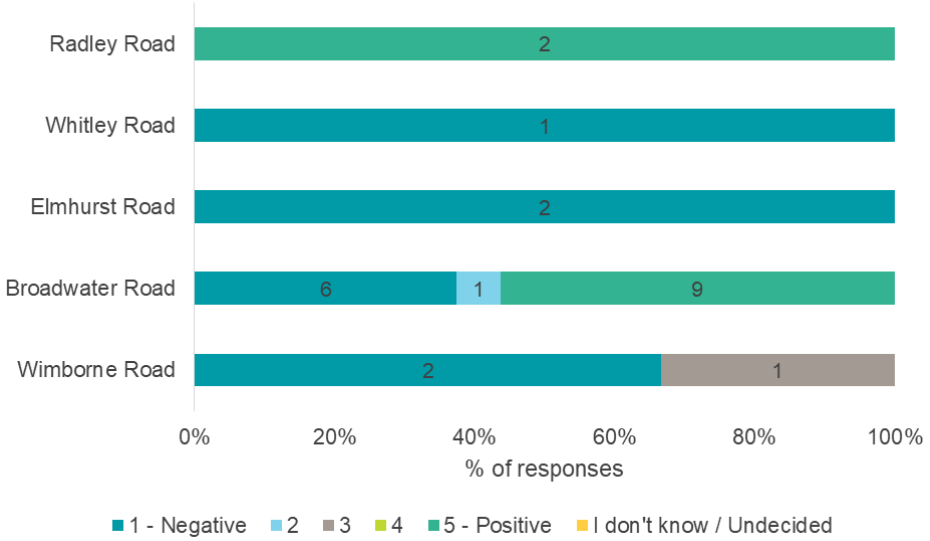
Chart 11.5: The bus gates on The Avenue and Broadwater Road, and conversion of a section of Broadwater Road to two way traffic



	The Avenue	Broadwater Road	Sperling Road	Chandos Road	Drayton Road	Wimborne Road
1 - Negative	11	6	6	0	5	2
2	0	2	0	0	0	0
3	0	2	0	2	0	0
4	1	0	1	0	0	1
5 - Positive	8	6	1	6	0	0
I don't know / Undecided	0	0	0	0	1	0
Total	20	16	8	8	6	3

Roads within Area A

Chart 11.6: The bus gate on Radley Road



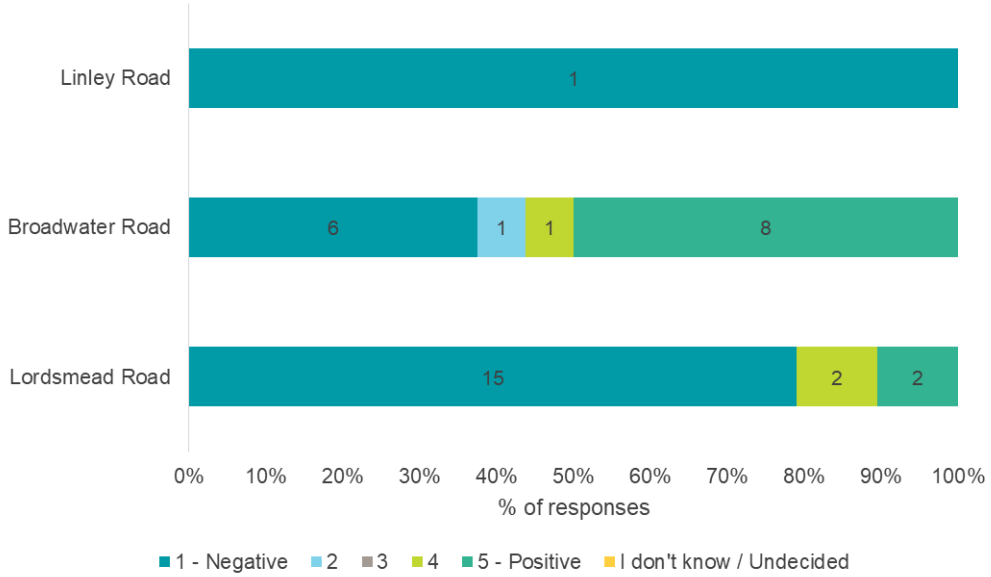
	Radley Road	Whitley Road	Elmhurst Road	Broadwater Road	Wimborne Road
1 - Negative	0	1	2	6	2
2	0	0	0	1	0
3	0	0	0	0	1
4	0	0	0	0	0
5 - Positive	2	0	0	9	0
I don't know / Undecided	0	0	0	0	0
Total	2	1	2	16	3

Further analysis of open text results from respondents on these streets provided the following insight:

- There were some comments which were generally in disagreement with the LTN scheme as it makes it more difficult to drive around the area as a whole.
- Multiple respondents highlighted that Broadwater Road should not be made into a 2 way street
- There was concern from these respondents that the main roads in this area would become highly congested on football match days at the Tottenham Hotspur Stadium
- There was some concern over access to homes on Radley Road between Whitley
- There were general concerns over additional traffic on Wimborne Road and Adams Road, particularly originating from Broadwater Farm Estate. Some respondents were concerned as this is used as a route to the Willow School. Some respondents suggested more traffic calming on Wimborne and Adams Road.

Roads within Area A

Chart 11.7: The physical modal filter on Linley Road



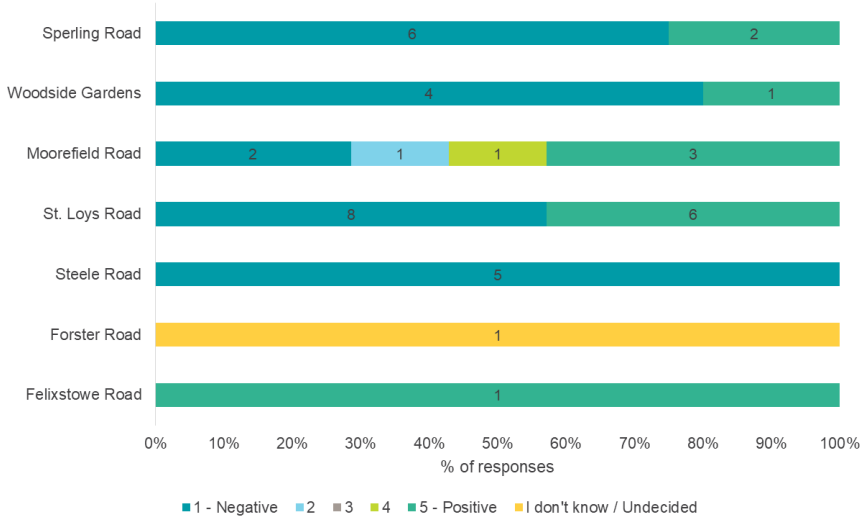
	Linley Road	Broadwater Road	Lordsmead Road
1 - Negative	1	6	15
2	0	1	0
3	0	0	0
4	0	1	2
5 - Positive	0	8	2
I don't know / Undecided	0	0	0
Total	1	16	19

Further analysis of open text results from respondents on these streets provided the following insight:

- There was some concern regarding how residents living north of the bus gate on Broadwater Road will travel east. Some respondents had safety and congestion concerns over drivers who may exit left onto to Lordship Lane from Broadwater Road and do a 360 degree turn of the roundabout to allow them to travel east.
- Some respondents were worried about the potential increase in traffic on Lordsmead Road (specifically from Broadwater Estate). Comments suggested traffic calming measures, as well as the removal of one of the filters on either Radley road or Linley road to help alleviate some of the potential traffic that will be use Lordsmead Road to exit the area.
- There was some concern over a potential increase in collisions with the reversal of one way on Lordsmead Road. Several comments suggested only a partial reversal.
- One comment raised the issue that cars park on Lordsmead Road at Lordship Lane (ignoring double yellows) which makes turning out of the area difficult

Roads within Area A

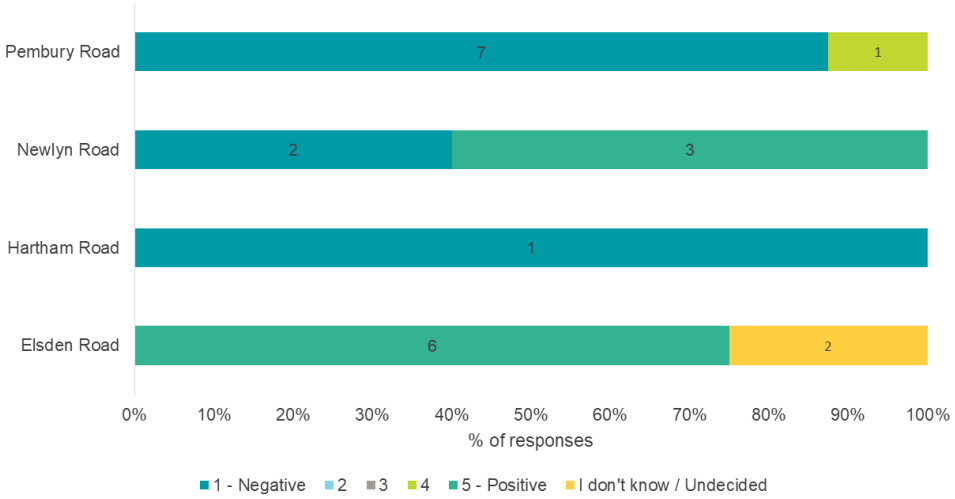
Chart 11.8 The physical modal filter on Clacton Road and the emergency access modal filters on Moorefield Road, Sperling Road, St Loys Road and Forster Road, plus the conversion of Clacton Road and Moorefield Road to two way traffic



	Sperling Road	Woodside Gardens	Moorefield Road	St. Loys Road	Steele Road	Forster Road	Felixstowe Road
1 - Negative	6	4	2	8	5	0	0
2	0	0	1	0	0	0	0
3	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0
5 - Positive	2	1	3	6	0	0	1
I don't know / Undecided	0	0	0	0	0	1	0
Total	8	5	7	14	5	1	1

Roads within Area A

Chart 11.9 The physical modal filter on Pembury Road



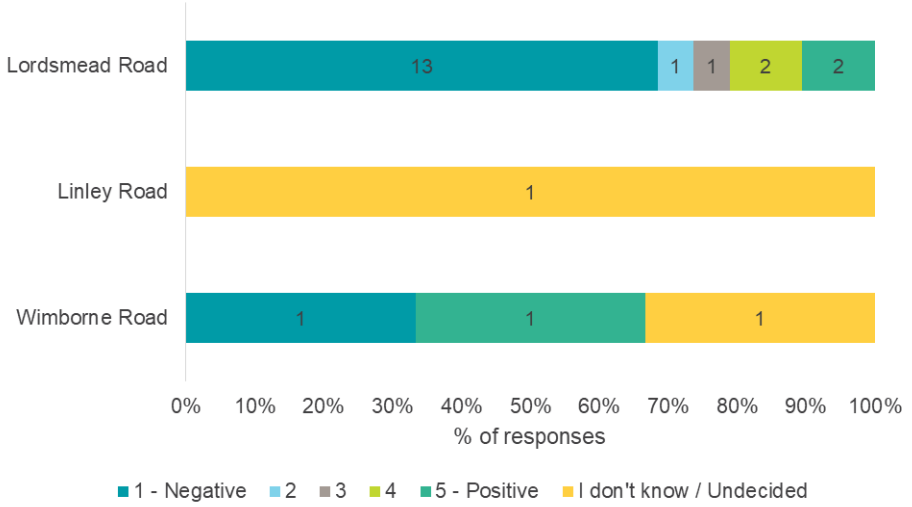
	Pembury Road	Newlyn Road	Hartham Road	Elsden Road
1 - Negative	7	2	1	0
2	0	0	0	0
3	0	0	0	0
4	1	0	0	0
5 - Positive	0	3	0	6
I don't know / Undecided	0	0	0	2
Total	8	5	1	8

Further analysis of open text results from respondents on these streets provided the following insight:

- Several comments raised concerns over the speed of traffic on Elsden Road (and concern over it being used as rat run)
- Most issues from this area came from respondents highlighting general disagreement with the LTN over potential issues such as an increase in traffic on main roads and difficulties in accessing the local area

Roads within Area A

Chart 11.10 The reversal of the one-way direction on Lordsmead Road from one way southbound to one way northbound



	Lordsmead Road	Linley Road	Wimborne Road
1 - Negative	13	0	1
2	1	0	0
3	1	0	0
4	2	0	0
5 - Positive	2	0	1
I don't know / Undecided	0	1	1
Total	19	1	3

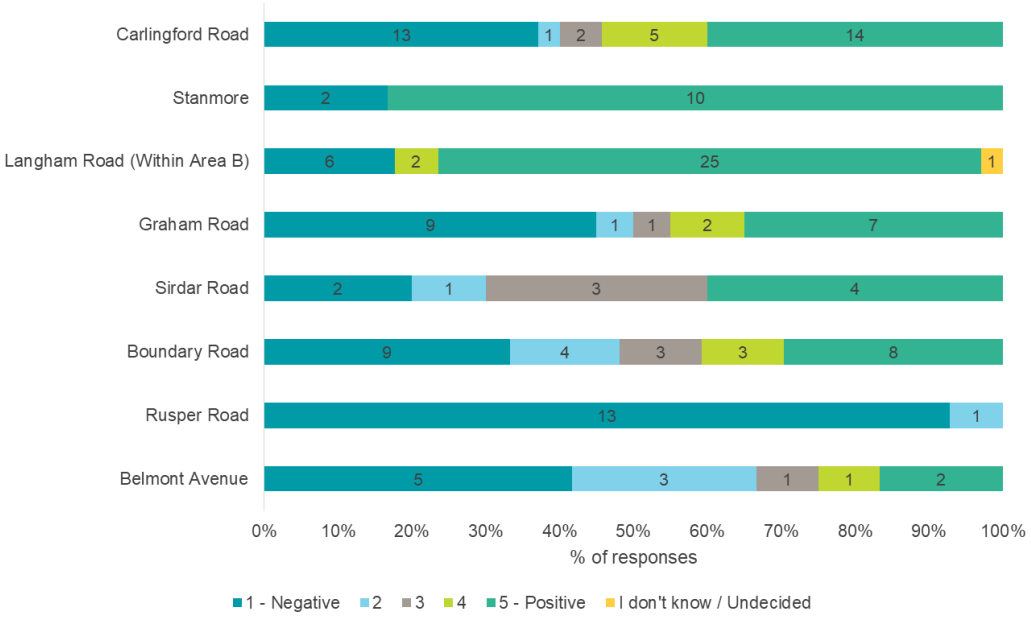
Area B

The following slides provide a break down of Area B by filters and streets* within the area.

*Note. Majority of streets have less than 30 respondents

Streets within Area B

Chart 12.1: Overall, how do you feel about the proposed changes in Area B? x Streets within Area B*

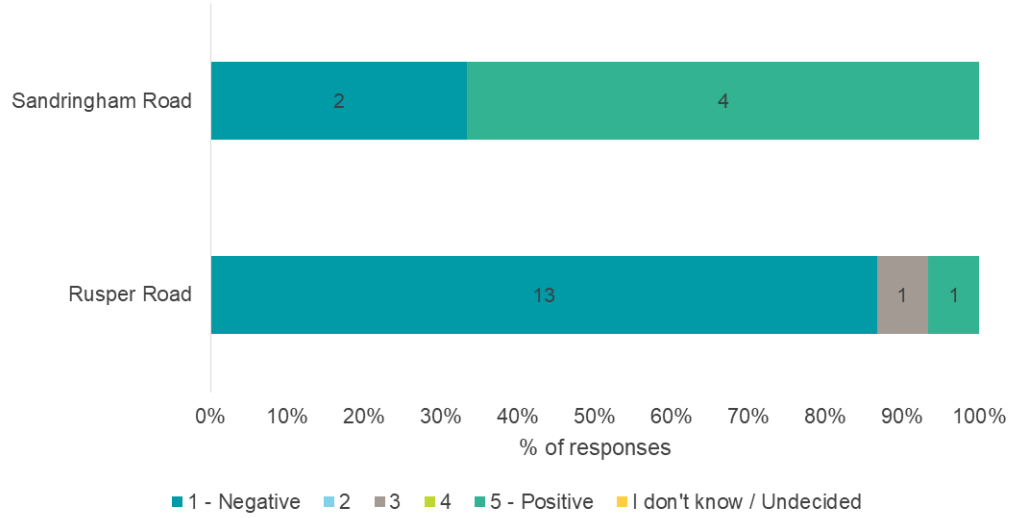


*only streets with more than 10 responses shown in plot

	1 - Negative	2	3	4	5 - Positive	I don't know / Undecided	Total
Carlingford Road	13	1	2	5	14	0	35
Stanmore	2	0	0	0	10	0	12
Waldeck Road	3	0	0	0	2	1	6
Crescent Road	0	1	1	0	1	0	3
Langham Road (Within Area B)	6	0	0	2	25	1	34
Graham Road	9	1	1	2	7	0	20
Langham Place	0	0	0	0	2	0	2
Mannock Road	2	0	0	0	0	0	2
Sirdar Road	2	1	3	0	4	0	10
Boundary Road	9	4	3	3	8	0	27
Hawke Park Road	0	0	0	0	0	0	0
Rusper Road	13	1	0	0	0	0	14
Crawley Road	2	0	0	0	0	0	2
Sandringham Road	2	0	0	0	4	0	6
Belmont Avenue	5	3	1	1	2	0	12
Crossfield Road	4	1	0	1	0	0	6
Ivatt Way	1	0	0	0	0	0	1
Downhills Park Road (Within Area B)	0	1	4	0	1	0	6

Roads within Area B

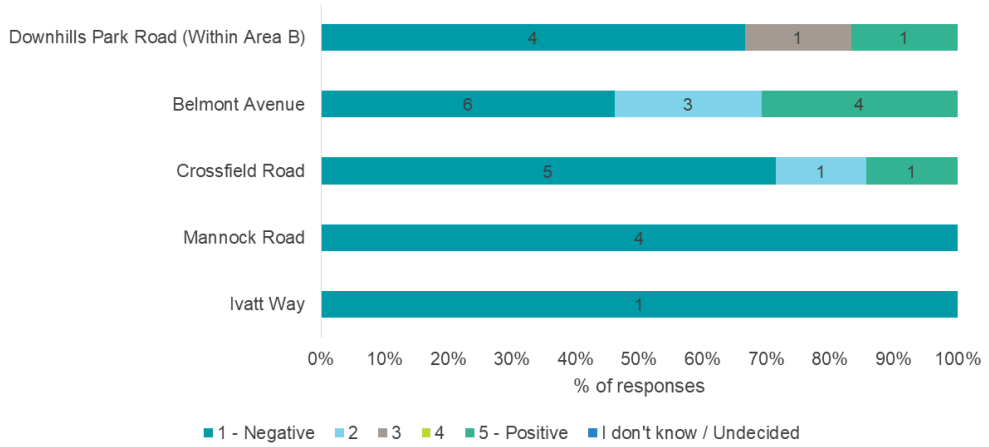
Chart 12.2: The physical modal filters on Sandringham Road and Rusper Road



	Sandringham Road	Rusper Road
1 - Negative	2	13
2	0	0
3	0	1
4	0	0
5 - Positive	4	1
I don't know / Undecided	0	0
Total	6	15

Roads within Area B

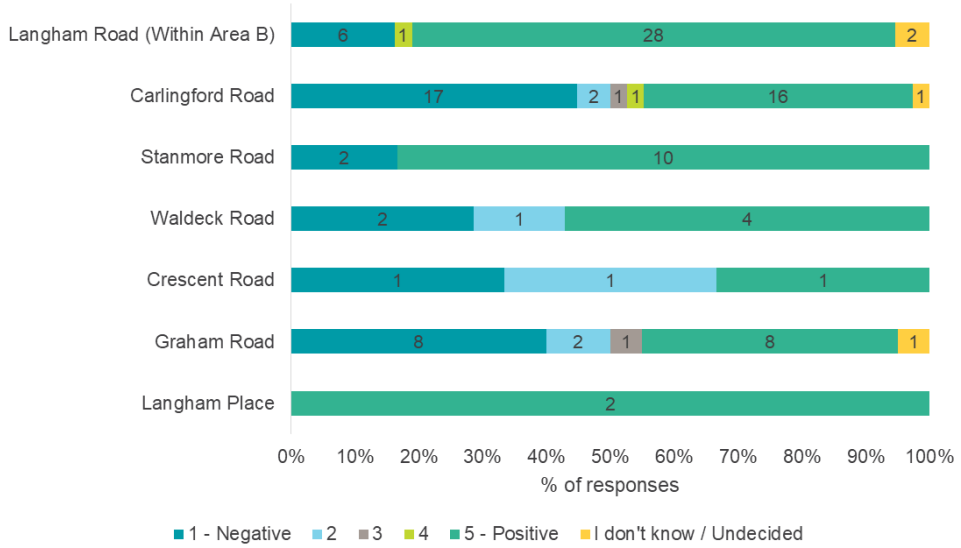
Chart 12.3: The bus gate on Downhills Park Road and physical modal filter on Belmont Avenue



	Downhills Park Road (Within Area B)	Belmont Avenue	Crossfield Road	Mannock Road	Ivatt Way
1 - Negative	4	6	5	4	1
2	0	3	1	0	0
3	1	0	0	0	0
4	0	0	0	0	0
5 - Positive	1	4	1	0	0
I don't know / Undecided	0	0	0	0	0
Total	6	13	7	4	1

Roads within Area B

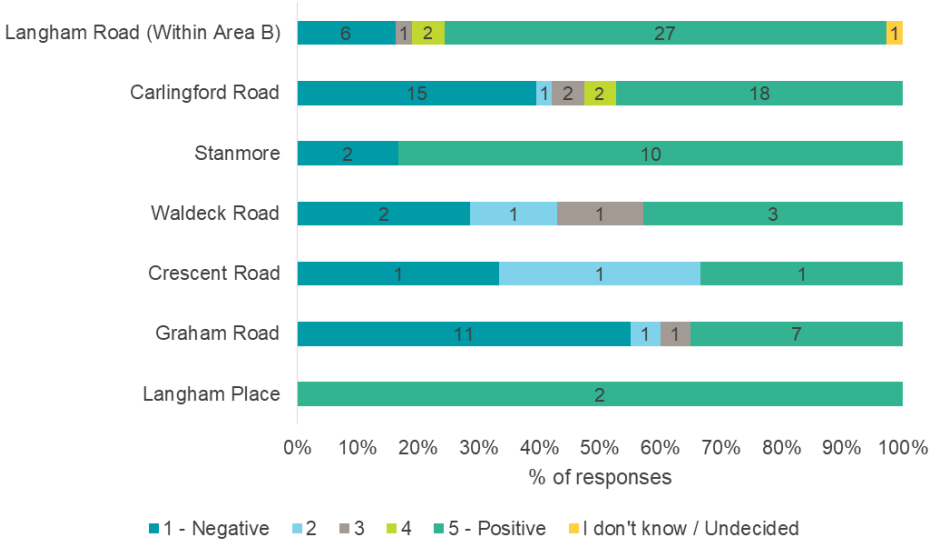
Chart 12.4 The emergency access modal filter on Langham Road



	Langham Road (Within Area B)	Carlingford Road	Stanmore Road	Waldeck Road	Crescent Road	Graham Road	Langham Place
1 - Negative	6	17	2	2	1	8	0
2	0	2	0	1	1	2	0
3	0	1	0	0	0	1	0
4	1	1	0	0	0	0	0
5 - Positive	28	16	10	4	1	8	2
I don't know / Undecided	2	1	0	0	0	1	0
Total	37	38	12	7	3	20	2

Roads within Area B

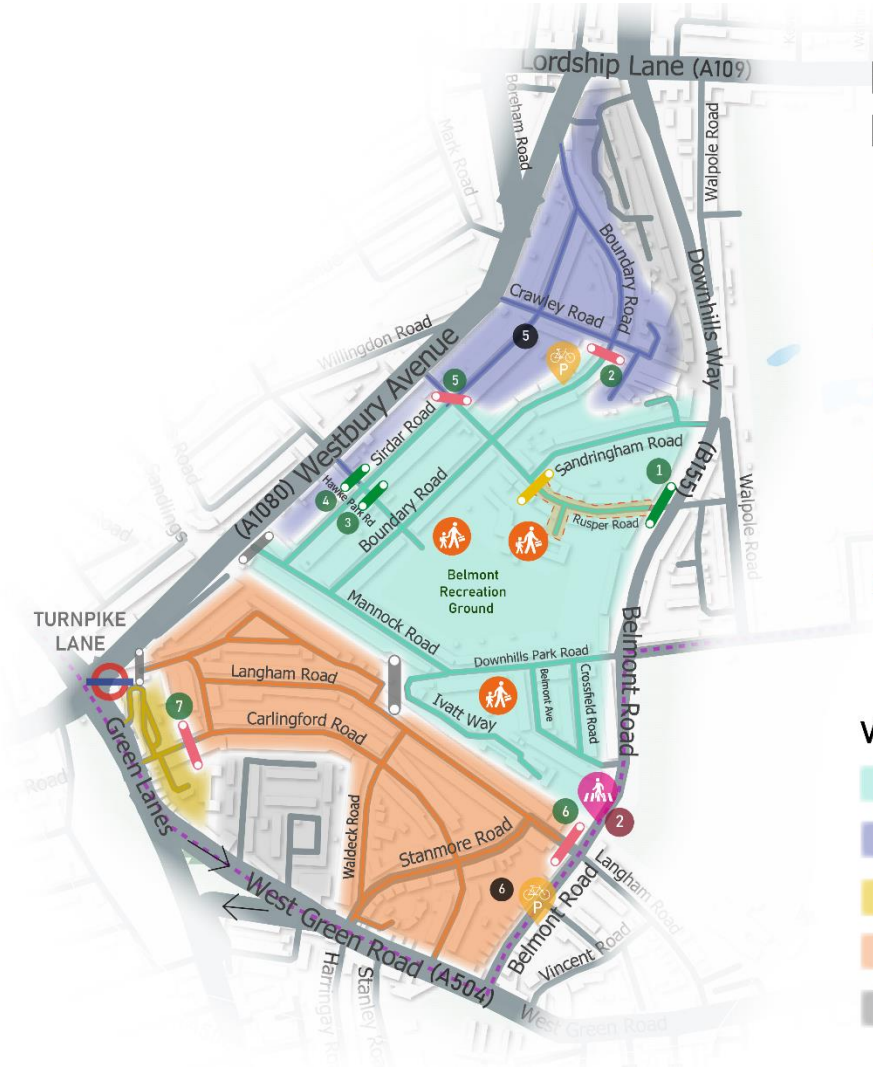
Chart 12.5 The emergency access modal filter on Carlingford Road



	Langham Road (Within Area B)	Carlingford Road	Stanmore Road	Waldeck Road	Crescent Road	Graham Road	Langham Place
1 - Negative	6	15	2	2	1	11	0
2	0	1	0	1	1	1	0
3	1	2	0	1	0	1	0
4	2	2	0	0	0	0	0
5 - Positive	27	18	10	3	1	7	2
I don't know / Undecided	1	0	0	0	0	0	0
Total	37	38	12	7	3	20	2


Bruce Grove West Green LTN - Area A
Existing banned turn
Existing one way
Convert to two way
Existing Filter
Proposed bus gate
Proposed physical modal filter
Proposed emergency access filter
Proposed emergency access timed filter
School
CS1 cycle route
Bus route
Proposed School Street
Proposed School safety scheme
Proposed cycle hangar
Proposed zebra crossing
Existing exit only
New cycle hangar locations:
1 161 Mount Pleasant Road
2 231 Mount Pleasant Road
3 98 Ranelagh Road
4 37 Keston Road
New crossing locations:
1 Philip Lane - Downhills Park Road
2 Belmont Road - Belmont Avenue
Vehicle access routes:
Access from Philip Lane
Access from High Road
Access from A10 Bruce Grove
Access from Lordship Lane
Access from Belmont Road
Access from West Green Road
Existing Access Only Areas
Lordship Lane (A109)
Tower Gardens Road
Downhills Way (B155)
Walpole Road
Lordship Recreation Ground
Broadwater Farm
Adams Road
Willan Road
Freedom Road
Gloucester Road
Lordsmead Road
Broadwater Road
Linley Road
Radley Road
Whitley Road
Elmhurst Road
Bruce Grove (A10)
Elsden Road
Newlyn Road
Pembury Road
High Road
Reform Row
BRUCE GROVE
Wimborne Road
Mount Pleasant Road
Drayton Road
Chandos Road
The Avenue
Woodside Gardens
Sperling Road
St Loy's Road
Steele Road
Marden Road
Higham Road
Chester Road
Fairbourne Rd
Morrison Ave
Eve Rd
Ranelagh Rd
Foster Road
Wilmot Rd
Pendennis Rd
Downhills Ave
Dunloe Avenue
Field Road
Downhills Park Road
Lismore Rd
Alton Rd
Gloucester Road
Kitchener Road
Dongola Road
Loxwood Rd
Napier Road
Greyhound Road
Winchelsea Road
Arnold Road
Keston Road
Philip Lane (B153)
Downhills Park
Belmont Road
Langham Road
Linden Rd
Vincent Road
West Green Road (A504)

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Bruce Grove West Green LTN - Area B

- Existing Filter
- Proposed emergency access timed closure
- Proposed physical modal filter
- Proposed emergency access filter
- School
- Bus Route
- Proposed School Street

- Proposed cycle hangar
- Proposed zebra crossing

New cycle hangar locations:

5. 137 Boundary Road
6. 24 Belmont Road

New crossing locations:

2. Belmont Road - Belmont Avenue

Vehicle access routes:

- Access from Belmont Road
- Access from Westbury Avenue
- Access from Green Lanes
- Access from West Green Road
- Existing Access Only Areas

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Equality Impact Assessment

Bruce Grove West Green Low Traffic Neighbourhood

Introduction

With a population of 8.7 million, London is now larger than it has ever been and it is forecast to grow further, to 10.8 million people by 2041. This is expected to generate more than six million additional trips each day so more journeys will need to be taken on foot, by bicycle or on public transport, the most sustainable forms of transport. London's population is also living longer. This means there will be a greater proportion of older people who need to remain physically active for their wellbeing and quality of life but also to relieve pressure on healthcare services.

People walking in London's most deprived areas are more than twice as likely to be injured by a motor vehicle 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 those in other age groups and the number of children killed or seriously injured in cars increased as recently as 2016 [1]. Black, Asian, and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[1].

Alongside road danger, air pollution is an invisible but acute threat to children's health. Around 1 in 3 babies are growing up in areas of the UK with unsafe levels of particulate matter – that's nearly 270,000 babies under the age of 1 in the UK[2]. Toxic exhaust pipe emissions damage children's growth and leave them with lasting health problems (it should be noted that harmful particulate matter is also produced by tires and brake linings which

[1] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf

[2] https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf

includes those fitted to electrically powered motor vehicles). In 71% of UK towns and cities, children are breathing unsafe levels of air pollution[3].

Low Traffic Neighbourhoods (LTNs) form a key part of Haringey's draft Walking and Cycling Action Plan[4] which sets out how to make the borough a more attractive place for residents, businesses and visitors, by enabling more walking, wheeling[5], cycling and public transport trips; whilst reducing motor traffic overall. Motor vehicle-centric street design disproportionately impacts those with the lowest levels of motor vehicle access and household incomes[6] and by introducing well designed LTNs we can create streets that enable more walking, wheeling and cycling for those who benefit the least from traditional, passive traffic management approaches. In addition, research has shown that LTNs are able to reduce car ownership per household over time[7], leaving more traffic capacity for those who have little option but to drive local trips.

Equality Impact Assessment

A local authority may undertake an Equality Impact Assessment (EqIA) around significant changes to a policy or service that could have a disproportionate impact on individuals or groups that share a protected characteristic under the Equality Act 2010. The Equality Act 2010 introduced the Public Sector Equality Duty. This requires all public bodies, including local authorities, to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

The nine protected characteristics as defined by the Equality Act 2010 are as follows:

— Age
— Disability
— Sex or gender
— Gender reassignment
— Marriage and civil partnership
— Religion or belief
— Race

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[3] Unicef – Healthy Air for Every Child https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf

[4] Haringey's Draft Walking and Cycling Action Plan https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy/draftwcp

[5] 'Wheeling' – in this context meaning anyone using a mobility aid such as a wheelchair, wheeled walking aid (e.g. Rollator) or 3 or 4-wheeled mobility scooter; 'wheeling' also includes others such as children using push-scooters and parents/carers using buggies and pushchairs.

[6] Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries
https://www.sciencedirect.com/science/article/pii/S2214140517306308

7 https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions

— Sexual orientation
— Pregnancy and maternity

It may also be appropriate to consider the impact of the proposal on other groups not protected under the Equality Act including parents/carers and/or socio-economic groups. Haringey Council intend to adopt socio-economic status as a local protected characteristic to inform future policy making[8].

An Iterative Approach

As per Transport for All's manifesto for 'EqIAs in Action'[9], all efforts should be made to ensure the EqIA is part of a public engagement process and be treated as an iterative document. The EqIA should continue to be updated with feedback and any planned impact mitigations throughout the lifetime of the project including during the trial phase. As such, the analysis undertaken in this document represents a starting point for understanding the impacts of the LTNs on residents with protected characteristics. We recognise that in the past the EqIA process has been viewed by some as a 'tick-box' exercise and that, as a whole, the transport planning sector must move towards a consultative approach to such assessments. We are aiming for a process whereby the lived experiences of people with protected characteristics are reflected in the approach to design and that where possible impacts are planned for or responded to during the trial period.

Public Engagement Timeline

Engagement Stage 1 – Early Engagement

— February 2021 – Perception survey for residents of all three LTN project areas (Stage 1 Engagement)
— March 2021 – Online public briefings for each project area
— May 2021 – Stakeholder mapping exercise begun with focus on local groups representing those with protected characteristics (see appendix)

Engagement stage 2 – Community design Workshops

— May 2021 – Series of public collaborative design workshops, online (Stage 2 Engagement)
— May 2021 – Key stakeholder design workshop, online

[8] https://www.minutes.haringey.gov.uk/documents/g9971/Public%20reports%20pack%2022nd-Jul-2021%2018.30%20Cabinet.pdf?T=10 (page 121 of the document, pg.115 of the report)
[9] Paving The Way for inclusive streetspace: our manifesto for 'EQIAs in Action' https://www.transportforall.org.uk/news/paving-the-way-for-inclusive-streetspace-our-manifesto-for-eqias/

— June 2021 - Workshop with Disability Action Haringey and Wheels for Wellbeing

— July 2021 - Disabled Persons and Carers Survey running from Monday 10 May to Wednesday 1st September 2021.

Engagement Stage 3 – Public consultation

— August 2021 September – Public consultation (Stage 3 Engagement). All postal addresses written to with details of proposals and survey. This will include translation offer and accessible format options

— August-September 2021 - On-street pop-up (informal) engagement, evenings and weekends

— August-September 2021 - On-street engagement outside school sites to hear from children, parents and carers during consultation period

— August-September 2021 - Face to face visits with local businesses

— September 2021 – Online meeting with local schools

— November 2021 – Online meeting with residents who are disabled or carers

Whilst we have had success collaborating with Haringey Disability Action and Wheels for Wellbeing, there are more local groups representing and working with people with protected characteristics from whom we have yet to hear (please see appendix for the groups we have written to). As such work on this EqIA should continue throughout the project lifecycle and beyond to ensure that projects include and improve the situation for those people who are heard from less often.

Perception Survey Results

In February 2021, online perception surveys[10] were launched providing residents with an opportunity to leave location specific comments about their experiences moving around the project area.

— 2,071 people visited the site and there were 515 confirmed respondents who left comments or ‘Agreements’.

— The most common issue raised by respondents was ‘Traffic speeding’ accounting for 63% of all comments and agreements, followed by ‘Traffic Volume’ and ‘Rat running traffic’.

[10] Haringey Perception Survey Analysis https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey#Stage%201

— The most common suggested improvement from respondents was “Reduce Traffic Volumes” accounting for 48% of all comments and agreements, followed by “Reduce traffic speeds” and “Increase traffic and speeding enforcement”.

— The principal comment hotspot was along Belmont/Langham Road, followed by other highly commented areas such as The Ave/Sperling Road junction and Higham Road.

Public Consultation Results

Between August and September 2021, we ran a public consultation on our proposals for a low traffic neighbourhood in Bounds Green. The consultation was accompanied by a range of public engagement activities which were supported by Sustrans.

— In total 1,221 people responded to the consultation – 1,121 via the online portal and 100 via paper surveys

— The majority of responses were from residents in the Bounds Green area. Most respondents not in the Bruce Grove West Green LTN area visit friends, family, or businesses in the area.

— While the survey was filled in by a range of respondents, responses are not representative of the population of the area. Consultation results should be understood within this context.

— Groups that are overrepresented in the survey include: those with access to a private car; those identifying as “White”; and women. The most common age group were those aged 35-44, 45-54 and 25-34. The number of people who said they had a disability and/or a long term illness is roughly in line with national averages.

— Respondents were asked how they felt about LB Haringey proposing to reduced motor vehicle traffic in the Bruce Grove West Green LTN: 36% selected “1 – Negative”, and 6% selected “2”. 4% selected “3”. 5% selected “4” and 47% selected “5 – Positive”.

— Respondents were also asked about the changes being proposed in the two consultation areas. There were similar patterns of responses to these, with between 44%-46% selecting “1-Negative” and between 38%-41% selecting “5-Positive”. Those selecting “2”, “3”, “4”, or “I don’t know” were each 6% or under respectively.

— There was high levels of positivity for the proposed crossings and School Streets.

— The main reasons people gave for negativity around the proposed changes included:

- Concerns around the impact on congestion and traffic volumes on main roads in the area
- Concerns around increased car journey times

- Linked to both these points, people raised concerns around the impact on air quality in the area and raised concerns around the equity of the LTN for those living on main roads
- The impact of increased traffic on road safety
- Other less common reasons people gave included concerns around access to houses and/or local amenities, personal security on quieter roads, and accessibility of emergency services

— Respondents with a physical or mental health condition/illness were more negative about the proposals than those without.

— Disabled respondents and carers in the area gave similar reasons for being negative about the schemes to overall responses. However, many of them linked their concerns to their disability – e.g. longer journeys to health services, the ability of carers to meet appointments, being unable to walk or cycle places due to a disability/health issue.

— Generally older people, and 16-24 year olds, were less positive about the proposed changes than 25-44 year olds.

— Women were less positive about the proposed changes than men.

The Bruce Grove West Green LTN consultation report contains a more detailed breakdown of the consultation results.

Disabled Residents and Carers Survey

A survey for disabled residents and/or carers in the LTN area was developed to explore some of the specific needs and suggestions from these groups. 61 responses were received from those in the Bruce Grove/West Green area. Of the 61 respondents, 46 left comments.

Of those who responded

- 14 identified as a carer
- 29 identified as a resident with a disability
- 18 responded on behalf of a resident or family member with a disability

The most common locations that people required access to included:

- Doctors, pharmacy and other medical services (6 comments)
- School/education (6 comments)

- To give care to relatives (6 comments)
- Public transport (1 comment)

The key issues raised about the LTN included:

- Concerns about longer journey times (13 comments)
- Often linked to an increase in journey times were concerns around the impact of LTNs on main roads (12 comments)
- Many comments also said that the LTN would block access to key places, such as homes or services (6 comments)
- There were also concerns that carers would no longer be able to access those they care for. These related to both professional carers and those caring for relatives/friends (10 comments)
- A number of the above comments also stated that they were unable to walk, cycle or take public transport as an alternative to using their car (3 comments)
- Other key issues raised included concerns about air pollution (4 comments) and general disagreement with the scheme (5 comments)

While many of the issues raised were similar to the main survey, many responses highlighted how the issue would specifically impact their disability (e.g. ability to access medical services, problems for care givers, increased journey time triggering anxiety, increased air pollution triggering asthma)

There were also a number of comments highlighting the benefits of the LTN:

- 5 of these comments left general support
- There were also 2 comments that said that the LTNs would improve their mobility, opening up routes for them to walk, cycle or use a wheelchair (2 comments)

Some comments made specific suggestions about what LB Haringey could do differently:

- The most common of these was around improving the consultation (20 comments). These comments related to: ensuring that disabled voices are listened to; improving communications (many had not heard much about the consultation), including mail-outs that specifically target disabled people; include disabled people earlier in the consultation; and consider specific needs of disabled people in material (not just images; braille etc.)
- There were some specific comments about physical changes, including providing disabled/carer exemption (4 comments), scrap the scheme altogether (3 comments), and expand the schemes (1 comment).

Reviewing Research

In addition to the insights which will be gathered during our programme of public engagement, we have reviewed a number of documents including Transport for All's recent 'Pave the Way' report[11]. This and existing guidance[12] on best practice for designing accessible street-space informed our approach to this assessment. Research shows that people with different characteristics have different needs and experience the urban environment in ways that are both unique and that intersect with the needs of other characteristics.

Whilst reviewing existing research, it became apparent that the relationship between the street environment and some characteristics is better understood than that of others. For example, it was found that a significant amount of research exists around how people with mobility challenges experience their street environment, whereas more research may be needed around how people with different sexual orientations experience the street environment.

Why do we need Low Traffic Neighbourhoods (LTNs)?

According to Department for Transport data, between 2010 and 2019, the number of miles driven on Haringey's roads increased by 73,000,000[13]. With 57% of Haringey households having no access to a private car or van at last census[14], enabling more affordable and sustainable transport for short trips is essential to improving air quality, reducing road danger and managing motor traffic congestion. Whilst motorised transport has provided some benefits to society, the costs are high and often born by those who benefit the least. Increasing motor traffic dependency has led to a raft of damaging outcomes including physical inactivity, community severance, air pollution, social isolation and a collapse in childhood freedom[15]. Over the decades, urban minor roads (often referred to as side roads or back streets) have become little more than short-cuts for motor traffic, a situation exacerbated by the upturn in use of in-car satellite navigation technology (sat-navs). Sat-navs have enabled drivers to choose minor roads to bypass congestion and queues on main routes especially around signalised junctions[16].

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[11] Pave the Way, Transport for All https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/

[12] 'Creating better streets: Inclusive and accessible places', Chartered Institution of Highways & Transportation, 2018 https://www.ciht.org.uk/media/4463/ciht_shared_streets_a4_v6_all_combined_1.pdf

[13] https://roadtraffic.dft.gov.uk/local-authorities

[14] Census 2011 https://www.nomisweb.co.uk/census/2011

[15] Working Together to Promote Active Travel https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

[16] DfT Road Traffic Estimates 2019 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916749/road-traffic-estimates-in-great-britain-2019.pdf

Streets welcoming to walking, wheeling and cycling

The LTN approach aims to restore urban minor roads to their original low-traffic, resident oriented status by removing through motor traffic. Evidence of the success of this approach continues to emerge from other London boroughs[17], with fresh data showing overall motor traffic reductions, increased walking rates and reductions in crime. The project will introduce motor vehicle access changes to minor roads across the project area in order to achieve a wholesale reduction in the number of motor vehicles movements. Residents will retain access to their homes in their cars. This will in turn greatly increase the overall number of streets which are attractive to walking, wheeling and cycling, with associated improvements for public health and community cohesion[18]. Over time, fewer short, driven trips will be made, reducing congestion on main routes benefitting bus users and other essential services.

Key outcomes for an LTN project

— Reduction of road danger and improved perceptions of road danger

— A built environment that enables people to walk, wheel and cycle more

— Significantly reduce through motor traffic on minor roads, improving air quality

— Create opportunities to improve the accessibility and inclusivity of public spaces through design

LTNs introduce greater priority for pedestrians on minor roads and enable more cycling for local trips, further serving to reduce pressure on public transport. Haringey's LTN designs ensure all properties and addresses remain accessible by motor vehicle, however, routing may change for some trips depending on destination. The shortest driven trips will not be impossible however they may become less convenient effectively nudging those who can to walk, wheel or cycle more often. This also applies to bus services using the minor road network, as such as the W4 service. There is potential for local people and local businesses to make use of spaces reclaimed from fast moving motor vehicles, for informal gatherings of neighbours and for children to experience a restored freedom too.

What is a Modal Filter?

As part of the LTN, 'Modal Filters' will be introduced to a limited number of streets within the project area, maintaining access for residents but limiting vehicle movements to those that require access to addresses within the project area i.e. access-only streets. Modal filters

[17] St Peter's People Friendly Streets trial, Results from 6 month monitoring report (Islington) https://www.islington.gov.uk/~/media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20202021/20210310stpeterspeoplefriendlystreetsinterimmonitoringreport.pdf

[18] Driven to excess: Impacts of motor vehicles on the quality of life of residents of three streets in Bristol UK https://uwe-repository.worktribe.com/output/968892

have been in use across London for decades and examples can be found in and close to the project area. Modal Filters in this case will be a mix of physical bollards or planters and camera-controlled locations as agreed with the emergency services.

— Modal filters can be a physical structure in the street (e.g. bollards, planters) or be controlled by automatic number-plate recognition (ANPR) cameras.

— Motor vehicle users will be able to access filtered roads from either side of a filter point however, the filter will prevent motor vehicles passing through by way of a short-cut.

— Camera-controlled modal filters are designed to favour emergency services vehicles, buses with those walking, wheeling and cycling with all able to pass through. Bollard controlled filters allow those walking, wheeling or cycling to pass through.

— As far as possible, low-cost, adaptable features will be used to effect these access changes, whilst their temporary nature allows the highway authority to amend and improve the layout based on monitoring and feedback from residents.

Evidence and Assessments

This assessment benefits from the research data presented in Transport for London's (TfL) 'Travel in London: Understanding our diverse communities' report which was updated in 2019, so for any references in this section without footnotes please refer to this document[19]. The report was commissioned by TfL to identify the barriers faced by London's diverse communities when accessing transport.

London of Borough of Haringey

Haringey's residents are highly diverse and the 'State of the Borough' profile[20] released in April 2021 helps us to understand the community better. During the Covid-19 lockdown in 2020, TfL calculated that Haringey had the potential to see a 57% increase in motor vehicle trips if owners switched public transport trips to driving following the first lockdown[17]. An increase in traffic of that magnitude would lead to unacceptable delays to emergency and essential services in Haringey, as well as delays to those who rely on motor vehicles for

[19] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

[20] Haringey at a Glance – State of the Borough https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

mobility and would likely be damaging to the local economy too. As such, LTNs enable alternatives to short, driven trips.

— 38% of Haringey residents are from Black, Asian and ethnically diverse groups and 26% identify as “white other”. Over 180 languages are spoken in Haringey.

— 1 in 5 adults in Haringey have high blood pressure and a third of residents are not getting enough physical exercise

Age - Including the experiences of young people (age 18 and under) and older people

Bruce Grove ward’s overall population spread mirrors that seen in Haringey more widely, with those aged 20-44 making up the largest proportion of residents (41.2%), and those aged 65+ making up the smallest proportion (9.1%). However, while following the wider borough pattern, the 65+ population is particularly under-represented in Bruce Grove[21]. West Green ward’s overall population spread again mirrors that seen in Haringey more widely, with no age group particularly over-represented or under-represented in the ward[22].

What we know about young people

— There are 56,718 children in Haringey aged 0-17 years, representing 21% of the population.

— More 11-17 year olds walk to school in Haringey than in any other London borough (64% mode share)[23]

— In Haringey, 3.3 times more primary school children walk to school than are driven to school[13]

— Walking is the most commonly used mode of transport by younger Londoners (97% of those aged 24 and under walk at least once a week compared with 95% all Londoners)

— Air pollution disproportionately impacts on children living in deprived parts of Haringey[24]. In actual fact, the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas

Schools in Bruce Grove West Green project area

[21] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bruce_grove.pdf
[22] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_west_green.pdf
[23] TfL Streetspace Guidance, Appendix 7 – Case-making Data for Boroughs https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding
[24] https://www.haringey.gov.uk/sites/haringeygovuk/files/air_pollution.pdf

— Bruce Grove Primary School

— Belmont Infant and Junior Schools

— Park View School

— The Grove School (SEND provision)

— The Brook and The Willow on The Broadwaters

— Harris Primary Academy, Philip Lane

Schools within walking distance of project boundary:

— Risley Avenue Primary School

— Hyland House Primary School

— Seven Sisters Primary School

— Noel Park Primary School

— West Green Primary School

— Harris Academy, Tottenham

Assessment

The travel mode of children has changed significantly over the last 30 years, with rates of active travel amongst children collapsing and associated health inequalities soaring. Despite this walking is still the most frequent travel mode for young people in Haringey. Research shows that LTN's implemented in London in 2020 have cut motor traffic related injuries by half[25] with particular benefits for walking trips. With 21% of Haringey being aged 17 or under, this is a group that can be particularly affected by changes to street space. Up until secondary school age, to larger extent, parents determine how children travel and as such may restrict children from being active due to perception of danger from sources such as motor traffic.

Road Danger - Data shows that for each mile driven on a minor urban road, results in 17% more killed or seriously injured pedestrians than a mile driven on an urban A road[26]. As LTNs specifically target through motor traffic on minor roads, this design approach particularly benefits younger people as they walk often and leaving more vulnerable to danger posed by motor vehicles on minor roads. In addition, perceptions of road danger have a significant impact on parental decision-making around how children travel but also their freedom to roam

[25] https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries

[26] Motor traffic on urban minor and major roads: impacts on pedestrian and cyclist injuries https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068

in general. Road danger can be quantified in terms of numbers of collisions on the street, whilst perceived levels of road danger are based on the observations of individuals and their own experiences such as near misses whilst crossing the road and volumes of motor traffic on streets without crossings and with poor sightlines.

Walking trips - Walking is the most frequent mode of travel for young people and children, as such increasing the number of minor roads with very low road danger across an area can help to protect a group who are already travelling actively regularly[16]. Children use minor roads to connect to and between major roads where many destinations lie and as such an LTN can provide a low-danger walking network for those who walk often. As such LTNs broadly protect protected groups who frequently walk (or use footways) which includes younger people. It is recognised that it may not be possible to radically reduce motor traffic on all roads simultaneously and that other measures that encourage walking and cycling are needed for main routes. These may include controlled crossings, footway widening and kerb protected cycleways, all of which would benefit those protected by the age characteristic.

Air Pollution - Air pollution particularly impacts on children living in deprived areas. Evidence shows that the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas. Bruce Grove and West Green both sit within the top 25% of most deprived wards in London[27]. Research in boroughs who have introduced wide-spread measures to enable active travel including LTNs shows that significant increases in air quality can be expected[28].

School Streets - Haringey Council are planning School Streets projects in the area whereby motor vehicle movements are restricted around the school site at drop-off and pick-up times. A School Streets trial at a primary school in Eltham resulted in a 54% reduction in cars driving to school, a 27% increase in cycling and 9% increase in scooting. School Streets are generally controlled by ANPR cameras and aim to protect children from road danger and enable more children and parents to walk, wheel or cycle to school.

Traffic Reduction - When an LTN is introduced evidence shows that overall traffic volumes fall in the longer term within the LTN[29]. However, in the very short term, there may be some increase in driver queues at some main road junctions at certain times of the day. This may initially lead to intermittent delays to bus services, which could impact on young people travelling. Longer term, evidence from other LTN schemes across London shows differential

[27] MHCLG Indices of Deprivation 2019, London Wards Summary Measures - https://data.london.gov.uk/dataset/indices-of-deprivation
[28] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf
[29] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/

impacts[30]. The impact on the project area is unknown at this stage and will be subject to ongoing monitoring in order to inform implementation.

Mitigation

School leaders are key stakeholders and the delivery team have met with them on several occasions so far ensuring communication channels are open as early as possible. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary. The Council will also be offering an exemption to SEN[31] transport vehicles through some of the LTN filters (e.g. those which are not subject to a hard closure).

Update November 2021

— The council have met with all schools in the project area to answer and respond to questions and address concerns about the LTN. Schools have notified us that they are in principle, supportive of the LTN and its objectives.

— After engagement with the Grove School, the school street proposed here will not be implemented. The school have informed us that as a school for children with special educational needs that parents need access to the school gate at pick up and drop off times. We have also revised the design of Bruce Grove West Green Area B to allow parents to access the Grove School from Belmont Road

— After engagement with the Belmont Junior School, we are proposing to modify the school street proposed here. A smaller area of Rusper Road will be subject to school street restrictions than initially proposed.

— After engagement with Belmont infant School, a redesign of Bruce Grove West Green Area B has proposed a new Physical Filter on Hawke Park Road between boundary and Sirdar Road. This will provide a new walking route to the school

— SEN transport vehicles will be eligible for an exemption which will enable them to access to some of the LTN filters (e.g. those which are not subject to a hard closure).

[30] https://www.haringey.gov.uk/sites/haringeygovuk/files/bruce_ta_0.pdf
[31] The term 'Special Educational Needs' or 'SEN' is used to describe learning difficulties or disabilities that make it harder for children to learn than most children

What we know about older People

— Haringey has 28,632 residents aged 65+ (11% of total population)

— Walking is the most frequently used type of transport by older Londoners aged 65 and over (87% walk at least once a week). 65% travel by bus, 43% drive a car at least once a week and 41% travel by car as a passenger at least once a week

— Older Londoners (14%) are less likely than Londoners overall (30%) to say they are worried about their personal security when using public transport. They are also less likely to have experienced a specific incident of worry when travelling in the past three months (13%, compared with 32% of all Londoners)

Assessment

Whilst walking is the most frequently used mode of Londoner's aged 65 and over[32], this assessment recognises that distances people can walk or cycle tend to reduce in the later years of life. Despite the project areas having a low proportion of residents aged over 65, this is still an issue that must be considered. Older people may find it difficult undertaking short distances on foot or using public transport, due to impaired mobility and/or poorly maintained footways.

Walking trips are common for older people in London, however some may be dependent on motor vehicles for longer trips such as visits to healthcare providers such as the NHS Mobility Solution Centre (MSSC) on Edwards Drive N11. Schemes which change motor vehicle access could have a negative impact on this group such as increased journey times under peak flows or disruption for roadworks or collisions on main routes. However, in the proposed Haringey LTN designs, all local amenities and homes do remain accessible by motor vehicle, although some rerouting may be required depending on origin or destination.

Initial mitigations for these risks include the Council's programme of written communications and public engagement to notify people of the changes and directing residents to advice and information where necessary. Ongoing monitoring of the LTN projects will be important to update this assessment and to develop more specific mitigations where necessary.

Disability - Including the experiences of people with long term health conditions

The UK national census asks people if they have a long term disability that impacts on their daily lives as a proxy for assessing disability rates in the population. We are still awaiting the

[32] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

data for the 2021 Census but 2011 census data shows that 14% of Haringey residents reported a long term health problem that limits their day to day activity, lower than England but in line with London[33]. For Bruce Grove ward, it is slightly higher, at 15.1%, and for West Green ward, the figure is higher still, at 16.2%, This is higher than both the Haringey and London average. Similarly, 5.7% of Haringey residents report being in bad health, slightly higher than England and London.

What we know about disabled people

— Disabled Londoners use a wide variety of transport to get around the capital. The most common are walking (81% at least once a week), bus (58%), car as a passenger (42%) and car as a driver (24%).

As a whole, 14% of Londoners report living with a disability that impacts on their daily lives. It is recognised that the term ‘disability’ is an exceptionally broad one and includes people with physical, sensory and cognitive impairments. Broadly we expect the LTN to benefit many disabled people as they tend to be regular footway users and the project will create many more low road danger streets, quieter and easier to cross. However we recognise that will not be the case for all.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

Many disabled people have mobility impairments, and some are wheelchair users meaning quality of footway surface and presence of obstructions is also key to accessibility. For example; manual wheelchair users need sufficient space to be able to propel their chair along a footway, people who walk with sticks or crutches also need more space than a non-disabled walker.

— 82% of disabled Londoners walk at least once a week compared with 96% of non-disabled Londoners and 56% walk five or more times a week compared with 86% of non-disabled Londoners.

Disability can affect locomotion, seeing, hearing, reaching, stretching, dexterity, and cognitive functions, but these categories are not exhaustive, or mutually exclusive; many disabled people, particularly older people, have more than one impairment. For example, getting in and out of a car can be difficult and painful for some disabled people, particularly those with arthritis, rheumatism and back problems; and uneven walking surfaces, gaps between paving slabs can cause difficulties for people using sticks and crutches, visually-impaired cane-users and wheelchair users.

[33] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

In the short to medium-term, for driven trips that previously relied on minor roads to avoid major roads, disabled people may find journey times vary but this will be dependent on time of day, origin and destination as well as factors such as unforeseen, disruptive incidents on main routes which are common in the capital.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

— 84% of disabled Londoners report that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday).

— 34% of disabled Londoners have household income of less than £10,000 compared with 10% of non-disabled Londoners.

— Disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% compared with 25%).

— Disabled Londoners are no more likely to live on a main road that those who do not consider themselves disabled. Analysis in 2020 shows that in Outer London 91.4% of Londoners who report a mobility impairment live on minor roads, compared with 91.1% of those who report no issue with mobility.

Assessment

According to analysis of the UK's National Travel Survey, disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. LTNs create many more 'low road danger' streets and easier crossing which particularly benefits high risk groups like disabled people[34]. Whilst the most frequent mode of travel reported by disabled Londoners is walking, it must be recognised that for some, travelling actively may pose a significant challenge due to lack of specialist equipment (often costly), or being discouraged by stigma. For people with mobility-related or visual impairments the quality and design of the built environment can have a considerable impact on both sense of freedom but also on mental health and wellbeing. Intuitive street layouts, places to rest, formal crossings and smooth, wide footway are essential if we are to better include everyone in public life. Improved drop-kerbs, new formal crossings and removal of street obstacles should be considered as part of a low traffic neighbourhood type project. The RNIB report

[34] Disabled and low-income pedestrians at 'higher risk of road injury' https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury

that walking is the main mode of travel for blind and partially sighted people, many of whom who will have fewer transport options available to them than others[35].

It is also important to recognise that formal crossings (e.g. zebra) are generally only necessary where motor traffic flows are high relative for the street type so, for some users, converting a street to access-only may allow a safe crossing experience without expensive infrastructure, due to very low vehicle flows. 90.2% of low income Outer Londoners live on minor roads[36] but many are less than accessible due, in part, to through motor traffic often travelling at speeds inappropriate to the street environment.

Mitigation

The Council has been developing a relationship with Disability Action Haringey (DAH) and they have been key in bringing in other stakeholders to feed into project development. We recently completed a 'roll-around' audit of the area with mobility aid users who provided feedback around footway hazards, personal security and general accessibility around minor roads. Two new controlled crossings will be introduced as part of the Bruce Grove West Green LTN, on Bruce Grove and Belmont Road.

During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. Meeting the needs of those with access and disability needs, and their carers, has been an important part of the LTN design process. Hearing the views from the community on these issues at online workshops, through the Disabled People and Carers survey and the public consultation has helped shape the design of the LTN including the types/locations of filters, the locations of the new pedestrian crossings and the decision to allow emergency vehicle access through camera enforced filters which significantly outnumber the physical closures across the LTN. The Council will be offering exemptions for all blue badge holders[37] living in the LTN area and on the immediate boundary of it which will enable them to access to some of the LTN filters (e.g. those which are not subject to a hard closure).

An application process to apply for the exemption will be introduced and this will set the criteria for eligibility This exemption will not apply to School Street filters which are subject to a separate exemptions policy[38].

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[35] RNIB Travel Transport and Mobility https://www.rnib.org.uk/knowledge-and-research-hub/research-reports/travel-mobility-and-living-skills-research/travel-transport-mobility

[36] LTN's for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

[37] A Blue Badge is a parking permit that helps people with enduring and substantial mobility problems and/or non-visible (hidden) disabilities to access goods and services, by allowing them to park close to their destination.

[38] https://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel/school-streets

Update November 2021

— Haringey have invited all respondents to the disabled residents and carers survey to attend a further public meeting on the Haringey LTNs on Thursday 25 November 2021

— Pembury Road filter to change from physical to emergency access filter because of a specific request from the emergency services. This will allow access to residents in need, including those with disabilities.

— Blue Badge holders living in the LTN or on the immediate boundary of it will be eligible for an exemption which will enable them to access some of the LTN filters (e.g. those which are not subject to a hard closure).

Ethnicity - Including impact relating to skin colour, nationality, language spoken and country of origin

Black, Asian and minority ethnic Londoners account for 40% of the London population. Haringey is the fifth most ethnically diverse borough in the UK. Over 65% of Haringey residents and nearly 81% of our school children come from non-White British communities, compared to 20% in England, 55% for London.190 different languages are spoken in Haringey's schools.

What we know about ethnicity

— Bruce Grove has a significantly higher proportion of residents whose ethnicity is Black (31.9%), compared to the wider Haringey population (18.8%). This is the major ethnic group in Bruce Grove[39], whereas West Green largely follows the ethnicity pattern seen in Haringey more widely, with the exception that the White British ethnic group is the third largest ethnic group (while it is usually the largest). 21.7% of West Green residents are of White British ethnicity, compared to 34.7% in Haringey[40].

— Walking is the most used type of transport by Black, Asian and non-white Londoners. (96% of Black, Asian, and non-white Londoners walk at least once a week compared with 95% of white Londoners.)

[39] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bruce_grove.pdf
40 https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_west_green.pdf

— Black, Asian, and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[41].

— Analysis in 2020 shows that in Outer London 92.5% of white Londoners live on minor roads compared to 90.6% of black Londoners. Data also shows 88.7 of Asian Londoners and 88.2 of diverse ethnic groups live on minor roads[42]

— The use of cars among black, Asian, and non-white Londoners is lower than for white Londoners; 32% of black, Asian, and non-white Londoners drive a car at least once a week compared with 41% of white Londoners (33% and 43% respectively in 2013/14).

— Driving a car is higher among Asian Londoners compared with other non-white groups: 36% of Asian Londoners drive a car at least once a week compared with 27% of black Londoners (39% and 28% respectively in 2013/14).

— Cycling levels amongst black, Asian, and non-white Londoners and white Londoners are very similar. 17% of black, Asian and non-white Londoners cycle in London at least sometimes compared with 18 % of white Londoners, in line with the proportions observed in November 2014 (18% and 17% respectively).

Assessment

With a high proportion of black, Asian and non-white Londoners residents making sustainable journeys (walking and bus trips), the reductions in road danger and increased pedestrian priority associated with LTN projects will provide conditions that broadly benefit these groups. Black, Asian, and non-white Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads[43]. When we significantly increase the number of minor roads with infrequent motor vehicles movements it is likely to benefit these groups and lead to changes in desirable changes in behavior. Furthermore, Black, Asian and ethnically diverse Londoners are also less likely than white Londoners to say that they feel safe from road collisions when walking around London at night (60% Black, Asian and ethnically diverse people compared with 74% white). In the perception survey (February 2021) residents reported high rates of speeding drivers on minor roads and removing through traffic will help to change perceptions of danger and enable more walking, wheeling and cycling for the shortest trips.

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[41] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf

[42] LTN's for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

[43] TfL Casualties in Greater London during 2014 http://content.tfl.gov.uk/casualties-in-greater-london-2014.pdf

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys which began in February 2021 with the perception survey. The engagement programme has been designed to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Established community groups and organisations representing different ethnic communities have been contacted and invited to participate in the various stages of engagement. If requested, smaller feedback and discussion sessions can be facilitated with groups that have English as a second language to ensure communication is clear.

Over 180 languages are spoken by Haringey residents. 30% of Haringey residents do not speak English as their main language. This is the 6th highest rate in London and is above the statistical neighbour and London averages. Of those whose main language is not English in Haringey, one in four (24%) either do not speak English well, or do not speak it at all. This is the third largest proportion of all London boroughs, and is above the statistical neighbour and London levels as reported in Haringey at a glance[44].

All printed consultation materials can be requested in other languages. The project page can also be translated into other languages.

During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Update November 2021

— Broadwater Farm Estate has been identified as an area where a high proportion of BAME residents live in Bruce Grove West Green. During the consultation period additional 'pop up' engagement events were carried out on the estate, while posters and leaflets were translated into Kurdish and Somali. Haringey council are proposing to carry out additional engagement in several languages on the estate before any trial LTN is implemented.

Gender

In London, the key demographic differences between women and men are employment status and household income. 37% of women are not working or are retired, with a further 14% employed part-time (compared to 21% and 6% of men respectively). Women are also more likely to be the primary carer of children at home including accompanying younger children to school. Both factors appear to influence the travel behaviour and attitudes of

[44] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

women in London. In transport terms, women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter according to Transport for London data[45].

— Walking is the most commonly used type of transport by women (95% walk at least once a week).

— Women are more likely to use buses than men (62% compared with 56%), but are less likely to use other types of transport including the Tube (38% women compared with 43% men)

— Women are less likely than men to drive at least once a week (33% compared with 42%). However, they are more likely to be a car passenger (51% compared with 37% of men)

— Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices[31]

— Women are more likely than men to experience worrying incidents when travelling on public transport and are more likely to be deterred from using public transport more often by a number of different barriers including harassment[46]

— A higher proportion of journeys made by women are for shopping/personal business than men (25% compared with 18%)

— Women are less likely than men to be employed full or part-time, and this is reflected in the smaller proportion of journeys that are made for work purposes (25% compared with 38%)

The experience of women whilst travelling in London

14% of women report experiencing some form of unwanted sexual behaviour while travelling in London in the previous year (the equivalent figure for men is 6%)[47]. Furthermore, 41% of women who experienced an incident of unwanted sexual behaviour did not report it because they felt it was not serious enough[32]. Women cycling have reported experiencing a particular kind of harassment from other road users: that of a sexual nature, and sexist harassment stemming from indignation that a cyclist – and a female cyclist at that, doubly vulnerable and bold – is daring to get in the way of a driver[48]. The experience of female cyclists facing

[45] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
[46] Most women have been harassed on public transport https://yougov.co.uk/topics/legal/articles-reports/2020/01/22/most-women-have-been-sexually-harassed-london-publ
[47] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf
[48] What are the barriers that particularly affect women? https://www.cyclinguk.org/article/campaigns-guide/women-cycling

disproportionate harassment and bad driving was proven in research by University of Westminster[49]. That women were almost twice as likely as men to be subjected to frightening 'near miss' incidents whilst cycling seemed mainly linked to the lower average speed reported by female respondents, compared with the men who took part.

Assessment

Women frequently travel as pedestrians so delivering a network of pedestrian-friendly, low traffic streets via an LTN project is expected to make choosing to cycle a great deal more comfortable for women. Over the long run, it is hoped that enabling residents who drive to leave the car at home more often will also help to reduce the congestion on main routes, which impacts on bus journeys and as such benefits women who tend to travel by bus more than men. Women are more likely to be primary carers for children and so it should be recognised that some may rely on motor vehicles to transport children regularly. For example, to access specialist educational settings outside of the immediate neighbourhood and in some cases these trips may require re-routing or experience some variance in journey time following delievery of an LTN (dependent on origin and destination). However, as described above, the aspiration is that more residents will choose alternative modes of transport over the long run, as has been observed in other LTNs across London, resulting in a reduction in congestion for the remainder of essential journeys.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Gender Reassignment -Where a person is a different gender to their birth gender

[49] The Near Miss Project http://rachelaldred.org/wp-content/uploads/2019/03/Nearmissreport-final-web.pdf

Between 2019/20 and 2020/21 there was a 10% increase in transgender hate crime in Haringey[50]. It is considered unlikely that transgender people will be unduly negatively impacted by the LTN project.

Assessment

It is unlikely that the introduction of an LTN will unduly impact gender reassigned people. However this EqIA should be considered an iterative assessment document and should specific issues come to light they can be investigated, mitigation considered and actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Pregnancy / Maternity - When a woman gives birth or is breastfeeding (up to 26 weeks)

— Haringey's General Birth Rate (GBR) has generally decreased in line with London since 2001. The sharpest decrease was between 2010 and 2017 (26%).

— 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.

— Over half the infants born in Haringey in 2017/18 were being breastfed at 6-8 weeks after birth.

Assessment

[50] Haringey State of the Borough

https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

Research indicates that motor traffic pollution is linked to poor pregnancy outcomes leading to children who more susceptible to disease later in life[51] and as such action to reduce motor vehicle reliance, including LTNs, will serve to better protect pregnant women and unborn children. However we also recognize that some women may need to travel by motor vehicle more often later in pregnancy including by bus and the LTN may cause some variance in journey times in the short term. However, we also expect that in the medium to longer term a reduction in driven trips and therefore traffic congestion will favour those who need to make essential trips by motor vehicle or bus. In addition, research shows that physical activity such as walking or cycling can be an essential factor in the prevention of depressive disorders of women in the post-natal period[52] and there is good evidence that LTNs lead to people being more physically active[53].

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Religion / Belief

Haringey is one of the most religiously diverse places in the UK. According to the 2011 UK Census, the most common religion was Christianity, accounting for 45% of residents, less than London (48.4) and less than England (59.4%). The next most common religions were Muslim (14.3%) – higher than London (12.3%) -and Jewish (3%). Haringey had a lower percentage of residents who were Hindu (1.8%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). A quarter of Haringey residents stated that they did not have a religion, higher than London (20.7%).

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[51] Traffic pollution is linked to poor pregnancy outcomes https://www.bmj.com/content/359/bmj.j5511

[52] Physical Activity and the Occurrence of Postnatal Depression https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6780177/

[53] Low Traffic Neighbourhoods: what is the evidence from the mini-Holland interventions? https://osf.io/preprints/socarxiv/ebj89/

— Compared to the rest of Haringey, Bruce Grove has a larger than average Christian population (51.6%), and among the smallest proportion of Jewish residents in Haringey (0.4%). [54]

— While following the overall borough pattern, West Green has a larger proportion of Muslim residents (21.2%) compared to Haringey (14.2%).[55]

Assessment

It is unlikely that the LTN project and associated changes to motor vehicle access will unduly impact people whose religion or beliefs are protected under the Equality Act. It should also be noted that this is an iterative assessment document and should specific issues come to light around people with protected characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

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 6,491 residents[56].

Assessment

It is unlikely that the LTN project will unduly impact people with these protected characteristics however the reported reduction in crimes associated with these projects may serve to benefit this protected group[57]. It should also be noted that this is an iterative assessment document and should specific issues come to light around people with protected

[54] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bruce_grove.pdf
[55] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_west_green.pdf
[56] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf
[57] LTN's show crime reduction evidence https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

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Appendix 1 – Summary of changes to designs after public consultation

Area of LTN	Key post-consultation changes	Reason for change
Bruce Grove West Green LTN (All areas)	Application process to be introduced for Blue Badge Holders living in the LTN area or on boundary roads to apply for an exemption to the LTN filters.	To help people with enduring and substantial mobility problems and/or non-visible (hidden) disabilities to access the LTN.
Bruce Grove West Green LTN Area A	Pembury Road filter to change from physical to emergency access filter	In response to emergency service request
	Sperling Road school street reduced to just Sperling Road (remove section on Moorefield Road ,Avenue Road, Woodside Gardens and section of St Loy's Road)	To simplify arrangement and facilitate satisfactory access to industrial estate on Moorfield Road
	Sperling Road emergency filter moved to eastern end by Moorfield Road, and school street closure moved to junction with Woodside Gardens. The emergency filter will be changed to a school street filter if the School Streets are approved but not the LTN filters or the school street is implemented well in advance of the LTN filters should both be approved.	To provide space for turning around away from school entrance.
	Adams Road School Street removed and a school safety scheme to be implemented instead	To better provide the needs of the school and align with the redevelopment of the Broad Water Farm Estate

Bruce Grove West Green LTN Area B	School Street at Grove School Removed	To respond to the specific needs of the children who attend the school most of whom need to be dropped off right outside the school entrance. This follows discussion with the school.
	School Street on Rusper Road shortened to just section of Rusper Road up to the junction with Sandringham	To respond to feedback from the school and residents whose preference was to have access via Downhills Way/Belmont Road.
	Central filters reconfigured to allow school access from Belmont Road	Same as above and to ensure there was no route available between Westbury Avenue and Belmont Road.
	Physical Filter on Hawke Park Road between boundary and Sirdar Road introduced	To provide walking route from Westbury Avenue to the Recreation ground where Belmont Infant pedestrian access is through.

Appendix 2

Stakeholder groups contacted

Disability Action Haringey

Network for LGBT+ planning professionals

Mobility and Seating Solution Centre (MSSC)

Wheels for Wellbeing

Transport for All

The Alzheimer's Society Enfield

SGV Cancer Support

Venture Club for the Blind and Partially Sighted

Haringey Phoenix Group (services for visually impaired people)

RNIB

Guide Dogs

JDA - deaf and hard of hearing

Mind Haringey

Haringey Learning Disabilities Centre

Haringey Autism

HAIL's autism club

Markfield Together for Inclusion

Young Onset Dementia Support Group (YoYo)

Haringey Over Fifties

Lordship Hub Co-op

Avril's Walks and Talks

BUBIC (Bringing Unity Back Into the Community)

Women in Tottenham

Haringey LGBT Forum

Gingerbread Haringey

Haringey Families

Miller Memorial Methodist Church

Edmansons Close Chapel

St Philip the Apostle, Tottenham

Grace Baptist Chapel

Christ Apostolic Church Outreach DDC HQ

Igreja Evangelica Avivamento Da Fe

Potters House Christian Fellowship

Assunah Islamic Centre

Age UK Haringey & Enfield

DRS Care Homes

Trinity Heart Care homes

Edmanson's Close retirement housing

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Report for: **Cabinet 7 December 2021**

Title: Implementation of Bounds Green Low Traffic Neighbourhood

Report authorised by: David Joyce, Director of Housing, Regeneration & Planning
Stephen McDonnell, Director of Environments & Neighbourhoods

Lead Officer: Rob Krzyszowski, Assistant Director Planning, Building Standards & Sustainability
Mark Stevens, Assistant Director Direct Services

Ward(s) affected: Bounds Green, Woodside, Alexandra

Report for Key/ Non-Key Decision: Key

1. Describe the issue under consideration

1.1 This report seeks approval to implement the Bounds Green Low Traffic Neighbourhood (Bounds Green LTN) experimental scheme and a range of complementary measures including new pedestrian crossings, cycle hangars and two trial School Streets. The Bounds Green LTN aims to reduce or remove non-local motor traffic from residential areas of Bounds Green, as well as reduce the number of short trips made by vehicles which could be walked or cycled. The proposed Bounds Green LTN would be implemented on a trial basis for a maximum of 18 months under an experimental traffic management order.

2. Cabinet Member Introduction

2.1 Haringey is embarking on a programme of implementing Low Traffic Neighbourhoods (LTNs) to deliver the objectives set out in the adopted 2018 Transport Strategy and the public consultation draft of the Haringey Walking and Cycling Action Plan (2021) and as part of our ambitious Streets for People initiative. LTNs are needed across the borough to 1) reduce pollution, especially NO2 and particulate matter, which can affect lung function and breathing, worsening respiratory diseases including asthma in children and chronic obstructive pulmonary disease (COPD) in adults; 2) improve health outcomes related to inactivity; 3) reduce motor traffic collisions; 4) reduce carbon emissions in our attempt to avoid catastrophic climate change and finally 5)

reclaim neighbourhood streets for pedestrians and communities and to make safe welcoming, inclusive spaces for all residents.

2.2 In contrast to many other London boroughs that implemented LTNs in 2020 with limited public engagement and consultation ahead of implementation, Haringey has undertaken significant engagement and consultation on the proposed Bounds Green LTN. Over the past year, the Council has carried out three separate engagements on the proposed Bounds Green LTN and numerous additional engagements with key stakeholders. We have listened to feedback and comments, sought to address the key concerns raised, and the ideas and opinions shared have been fed into the design of the Bounds Green LTN.

2.3 The Council has considered all feedback to the public consultation on the proposed Bounds Green LTN (Stage 3 Engagement) and whilst the overall consultation result was more negative than positive based on a single opposed/support question, this result conceals a wider, more nuanced range of views and should therefore not be the deciding result. Further investigation of the results demonstrated a broad suite of views including residents who were opposed in principle to the LTN, those who had concerns about the impact of the LTN once implemented and other views about design matters including the types and locations of filters. Considering all the views expressed, it is recommended that the LTN trial goes ahead. There are a range of ways in which the Council will mitigate the key concerns expressed, including making post-consultation changes to the proposed Bounds Green LTN, making Blue Badge holders who live in the LTN or on its boundary roads eligible for exemptions to some of the LTN filters, comprehensive monitoring while the experimental scheme is in force and continued engagement with the local community and other key stakeholders and communities. During the trial, we will keep channels of communication open for residents and the wider community to feedback their experience.

2.4 Unlike the other two LTNs proposed by the Council, the Bounds Green LTN area has been impacted by the Bowes LTN in Enfield. The introduction of the Bowes LTN has led to traffic diverting through Bounds Green to access the A406. This additional through-traffic is having a detrimental effect on our residential areas and therefore an LTN in the Bounds Green area is needed to mitigate against these impacts

2.5 The Bounds Green LTN will be a key driver towards a safer, cleaner, greener, fairer and happier borough. It will remove through-traffic from the Bounds Green LTN area, reclaiming local streets for the people who live there, making them once more community spaces where people meet, chat, socialise and where children play. Together with the proposed complementary measures, it will

improve the walkability and cyclability of the local area, creating safe, active travel corridors between local amenities including shops, schools, surgeries, parks and leisure facilities.

3. Recommendations

That Cabinet:

A) Notes the responses received to the proposed Bounds Green Low Traffic Neighbourhood (LTN) as part of Engagement Stage 1 (Early Engagement), Engagement Stage 2 (Community Design Workshops) and Engagement Stage 3 (Public Consultation) as set out in Appendices E and K including the petition submitted by residents living within the proposed area C of the Bounds Green LTN (Appendix L);

B) Approves the making of an experimental traffic management order to implement the Bounds Green LTN experimental scheme, as set out on the plan in Appendix M, subject to compliance with relevant statutory requirements and detailed engineering drawings to implement the traffic control measures shown on the plan;

C) Approves the making of an experimental traffic management order to implement the School Streets, as set out on the plan in Appendix M, subject to compliance with relevant statutory requirements and detailed engineering drawings to implement the traffic control measures shown on the plan;

D) Approves the implementation of bike hangars, as set out on the plan in Appendix M, subject to compliance with relevant statutory requirements and detailed engineering drawings;

E) Approve the implementation of pedestrian crossings, as set out on the plan in Appendix M, subject to compliance with relevant statutory requirements and detailed engineering drawings;

F) In relation to the LTN only, approve the exemption of:

   a. Blue Badge holders living within the LTN or on its immediate boundary;
   b. Special Educational Needs and Disabilities (SEND) transport; and
   c. Essential Haringey Council services catering for people with a disability

to non-hard closure filters in the Bounds Green LTN experimental scheme as per paragraph 6.77 of this report.

G) Delegates approval to the Director of Environment & Neighbourhoods to agree the engineering drawings for the experimental traffic management orders for the Bounds Green LTN and School Streets and the engineering drawings for the bike hangars and pedestrian crossings, set out in recommendations B to E provided any changes to the Plan in Appendix M do not need to be reported back to the Leader, Cabinet or an individual Cabinet member as a key decision;

H) Authorises the Director of Environment & Neighbourhoods, in consultation with the Cabinet Member for Environment, Transport and the Climate Emergency, to modify or suspend the operation of the experimental traffic management orders for the Bounds Green LTN and/or School Streets if it appears to the Director essential in the interests of the expeditious, convenient and safe movement of traffic or for providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road affected by the order runs provided any decision to modify or suspend does not need to be reported back to the Leader, Cabinet or an individual Cabinet member as a key decision.

4. Reasons for decision

4.1 The proposed Bounds Green LTN has been developed over 10 months informed by a significant amount of engagement with local residents and other key stakeholders. In early 2021, the Council began early engagement with residents and businesses on the proposed Bounds Green LTN. The most common issue raised by respondents was ‘Air Quality Concerns’, followed by ‘Traffic Congestion’ and ‘Traffic Volumes.’ The most commonly suggested improvement from respondents was ‘Reduce Traffic Volumes’, followed by ‘Measures to Improve Air Quality’ and ‘Reduce Traffic Speeds.’ Having regard to this feedback, a series of Bounds Green LTN design proposals were developed to help address the concerns raised. Engagement was carried out on these in May 2021 via online Community Design Workshops. Based on feedback received at Engagement Stage 2 a preferred design option was developed including a greater element of camera enforced filters versus physical filters.

4.2 From 16 August 2021 to Friday 17 September 2021, a public consultation was held on the preferred design options. Although there was an overall negative response to the changes proposed, including an overall negative response from residents living within each of the three areas of the proposed Bounds Green LTN, these headlines conceal a variety of different viewpoints on the Bounds Green LTN. While some people were opposed to the Bounds Green LTN in its

totality, many negative responses reflected concerns that, as currently designed, the proposed Bounds Green LTN would not produce the desired objectives of the Council. In relation to Areas B and C of the proposed Bounds Green LTN, a lot of objections related to residents' rejection of a full-time LTN and a preference for a time-based LTN. A time-based LTN is not supported by the Council as a consequential change in behaviour could simply be a shift in commuting travel times (i.e. to off-peak), it will not reduce existing levels of non-local through-traffic (i.e. off-peak rat-running) and it does not encourage the shift to walking, cycling and other sustainable modes of transport. Furthermore, there are spikes in traffic flows that occur outside of peak hours which, combined with the timed approach that applies to School Streets, would make general understanding of the hours of operation of any LTN extremely challenging. In response to specific concerns raised, the Council has made a number of post-consultation changes to the proposed Bounds Green LTN as well as proposed a number of exemptions to the traffic restrictions. Other key concerns of those opposing the Bounds Green LTN are noted, particularly concerns around increased traffic on main roads, increasing air pollution and longer journey times. However, it is considered that these can be mitigated through monitoring and addressed through changes to the trial Bounds Green LTN if necessary. It is also the case that people without access to a car were significantly underrepresented within respondents. Such people were found to be much more positive about the Bounds Green LTN than those who own or have access to a car.

4.3 Introducing the Bounds Green LTN is expected to result in the adjustment of motor vehicle travel behaviour of both those living within the LTN and those living outside. Some drivers will adjust routes and behaviour to avoid the Bounds Green LTN area, switch to walking, cycling or public transport or even reduce the number of journeys. The proposed Bounds Green LTN scheme will contribute to reducing through-traffic in the area; it will also help encourage residents who currently make trips by motor vehicle to switch some local journeys to more sustainable travel modes. A substantial proportion of locally-generated motor vehicle trips (i.e. by Haringey residents) are short. TfL data indicates that over 60% of such trips (accounting for those that are essential/cannot be made by other means, e.g. due to a physical or other disability) could be made by cleaner, more sustainable modes. By making some local motor vehicle trips slightly less attractive (e.g. slightly longer due to restrictions in certain places) and walking/cycling much more attractive (by reducing dominance of vehicle traffic on these streets), a switch from the former to the latter will be encouraged.

4.4 Transport is third largest source of emissions in the borough yet less than half of Haringey households have access to a car or van and this figure is falling. Census data from 2011 shows that household access across the area to cars

or vans is low. 52% of households in Bounds Green ward, 54% of households Woodside and 27% of households in Alexandra ward do not have access to a car or van. This means that a large proportion of households in the area do not benefit from the large amount of space on the public highway which currently enables rat-running traffic.

4.5 A range of assessments have been carried out to understand the potential impacts of the proposed Bounds Green LTN. The Equalities Impact Assessment (EqIA) showed that the measures are likely to advance equalities for many protected groups, albeit with a small disadvantage noted for those solely reliant on motor vehicles for transport. On balance, the scheme is considered to promote equality of opportunity among protected groups.

4.6 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. In simple terms, the duty is to secure "the expeditious movement of traffic including pedestrians on the authority's road network".

4.7 A high-level transport assessment was prepared for the Bounds Green LTN which predicted a reduction in motorised vehicular traffic within the proposed Bounds Green LTN area and slight to moderate potential increases in traffic on some boundary roads (0-25%). However, it should be noted this is only a prediction and was based on the worst-case assumption that all motorised vehicular traffic reassigns to the nearest available route and assuming the boundary roads are able to accommodate additional motorised vehicular traffic. Early reviews by Sustrans of 6 trial LTNs across London have shown a general reduction in traffic over time within the LTNs with a mixed picture for the boundary roads. It is only possible to accurately understand impacts of the proposals on the highway network once the scheme is in place. The scheme is proposed to be implemented on a trial basis, supported by a comprehensive monitoring programme covering traffic flows, bus journey times, emergency response times, and air quality. It should be noted that 'traffic' includes motorised and non-motorised travel modes and it is considered that the Council would not be in breach of its network management duty in implementing the Bounds Green LTN in its entirety.

4.8 The Department for Transport's statutory guidance on the Traffic Management Act 2004: network management to support recovery from COVID-19 (last updated 30 July 2021) sets out that, following the pandemic, local authorities are expected to continue to reallocate road space to people walking and cycling, including through measures such as modal filters which can create low-traffic or traffic-free neighbourhoods.

4.9 A key reason to implement areas A and B of the proposed Bounds Green LTN is to mitigate impacts of the Bowes Primary Area Quieter Neighbourhood LTN which has been implemented directly adjacent within the London Borough of Enfield. The Bounds Green LTN has been designed having regard to the Bowes Primary Area Quieter Neighbourhood LTN and is required to mitigate a range of impacts which are occurring within Haringey due to the adjacent LTN.

5. Alternative Options Considered

5.1 The alternative options available to the Council are:

Option 1: Implement an alternate design for the Bounds Green LTN. Two options were worked up for Community Design Workshops at Engagement Stage 2 but, following community feedback, a third option was worked up and consulted on at Engagement Stage 3. The initial options are discounted because they do not fully take account of community feedback that there should be a greater focus on camera filters as opposed to physical filters.

Option 2: A petition was submitted in respect of Area C of the Bounds Green LTN which advocates an alternative LTN comprising timed cameras closing the area to all through-traffic, including residents, at school times and other peak periods only and only on weekdays. This option is rejected because the consequential change in behaviour could simply be a shift in commuting travel times (i.e. to off-peak), it will not reduce existing levels of non-local through-traffic (i.e. off-peak rat-running) and it does not encourage the shift to walking, cycling and other sustainable modes of transport. Furthermore, there are spikes in traffic flows that occur outside of peak hours which, combined with the timed approach that applies to School Streets, would make general understanding of the hours of operation of any LTN extremely challenging. These factors would inhibit the introduction of any time-based LTN.

Option 3: Implement the Bounds Green LTN in part i.e. do not implement one or more of the three areas within the proposed Bounds Green LTN. It is considered necessary to implement areas A and B of the Bounds Green LTN in order to mitigate impacts of the Bowes Primary Area Quieter Neighbourhood LTN which has been implemented directly adjacent within the London Borough of Enfield. It is also considered necessary to implement area C of the Bounds Green LTN as the roads within this area are being used rather than remaining on Durnsford Road and Bounds Green Road. All roads within area C are accessible from these main roads but this invariably will require passing through the Durnsford Road/Bounds Green Road traffic-signal controlled junction, lengthening journey time.

Option 4: Not to implement an LTN in Bounds Green i.e. 'Do Nothing'. This option would not mitigate impacts of the Bowes Primary Area Quieter Neighbourhood LTN which has been implemented adjacent to the proposed Bounds Green LTN within the London Borough of Enfield. The Bounds Green LTN has been designed having regard to the Bowes Primary Area Quieter Neighbourhood LTN and is required to mitigate a range of impacts within Haringey. The option to do nothing is discounted as it would not: address the impacts of the adjacent LTN with Enfield and it would not reduce pollution; reduce motor traffic collisions; reduce carbon emissions; reclaim neighbourhood streets for pedestrians and communities; support active travel modes and therefore improved health outcomes; address inequalities with impacts felt disproportionately by those who do not own a car.

6. Background

Strategic context

6.1 The strategic context for the scheme is provided by the Borough Plan, Transport Strategy, Climate Change Action Plan, Air Quality Action Plan, School Streets Plan, and draft Walking and Cycling Action Plan (WCAP). These are summarised in Appendix A.

6.2 The draft WCAP sets out a range of schemes that will form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices including Low Traffic Neighbourhoods.

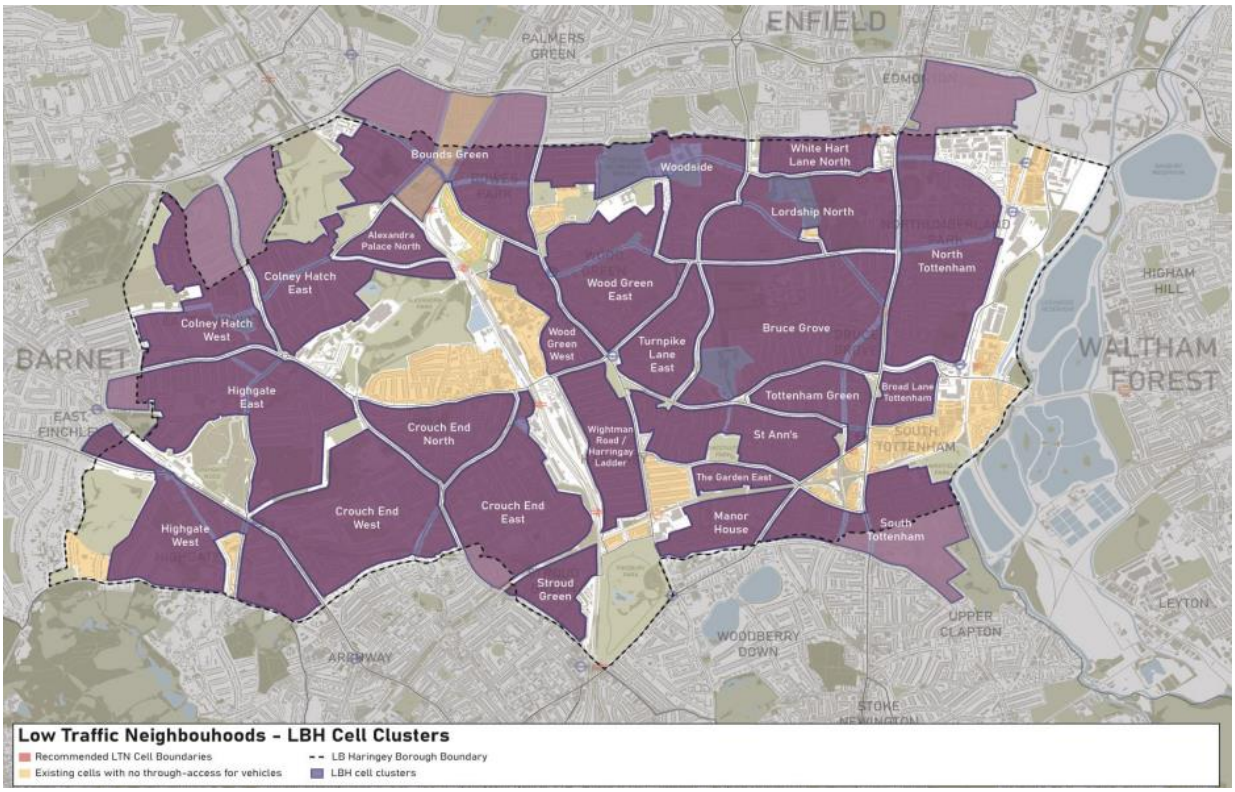
Low Traffic Neighbourhoods

6.3 Low Traffic Neighbourhoods (LTNs) are area-based traffic management schemes that aim to reduce or remove non-residential motor traffic from residential areas, as well as reduce the number of short trips made by vehicles which could be walked or cycled. A range of measures are usually introduced as part of LTNs which work together to make it more difficult for motor traffic to travel through an area, meaning it is only trips originating from local addresses or delivery and service vehicles that can be made. Measures that are normally introduced in LTNs include one-way streets, banned turns and features called modal filters where roads are closed to motor traffic (at one end or in the middle) removing the ability of non-local traffic to drive along a street. Modal filters can be either be in the form of physical barriers or roads left open for access by permitted vehicles such as emergency services which, in some cases, are enforced via CCTV.

6.4 The draft WCAP, published for consultation in November 2021, includes Policy 4 to deliver a network of LTNs across the borough. It sets out that Haringey will

develop a borough-wide vision for LTNs, taking into account the function of the street network, the availability of through routes and the location of key destinations in the borough. As a starting point towards a borough-wide network of LTNs the draft WCAP identifies 25 potential LTN locations as set out in Figure 1.

Figure 1: Potential Low Traffic Neighbourhoods



6.5 Bounds Green is included as one of 25 potential LTN locations in the draft WCAP. An LTN in Bounds Green is consistent with the ten criteria listed in the document for defining and determining locations for LTNs. These include potential for more walking and cycling, road danger reduction and safe access to schools.

Issues

6.6 Over past decades, there has been a significant increase in traffic volumes on residential streets, resulting in greater noise, air pollution and road danger. This has been made worse by the introduction of sat nav apps which lead increasingly to more traffic passing through residential areas. At the same time, car ownership across London has been falling. The 2011 Census indicated 48% of households in Haringey had access to a car or van. A Centre for London report[1] published in 2020 indicated that figure has now fallen to 43%. A large portion of traffic on Haringey's residential roads is from vehicles which have not originated from or are not destined for the borough.

6.7 LTNs are a key tool available to councils to help reduce traffic volumes not only on residential streets but across their areas more generally. While LTNs are a traffic intervention, their potential benefits primarily relate to public health. Where LTNs are implemented successfully and remove traffic, they can deliver improved air quality, provide for cleaner, healthier, safer and more pleasant routes to schools and other destinations, enable streets to be reclaimed for play and community interaction and in so doing support increased physical activity and improve health and wellbeing.

6.8 During the height of the Covid-19 lockdown, London witnessed how creating more space to walk and cycle can reduce traffic and improve air quality. Traffic on streets reduced dramatically and, in turn, London's toxic air pollution improved in many areas[2]. Less traffic on our streets created safer, quieter streets and improved the experience for walking and cycling.

6.9 The major effect of introducing an LTN is that it alters vehicle travel behaviour. In particular, LTNs are a key tool to eliminate through-traffic (i.e. traffic that does not have an origin or destination within the LTN). The implementation of an LTN requires drivers who would ordinarily travel through the LTN to adjust their behaviour, either by taking an alternative route, switching to walking, cycling or public transport or even reducing the number of their journeys. LTNs can also require drivers living within the LTN area to alter their travel behaviour. While every home in an LTN can be accessed by car and can receive deliveries and services to their doors, it is the case that some residents and business visitors may have to drive further or use a different road to access their address.

Traffic reduction versus traffic displacement

[1] Centre_for_London_Future_of_parking.pdf (centreforlondon.org)
[2] https://www.london.gov.uk/sites/default/files/london_assembly_environment_committee_-_air_quality_report_-_february_2021.pdf

6.10 A key point of contention is whether LTNs lead to an overall reduction in traffic (i.e. 'traffic reduction') or whether they just displace it from one location to another. It is impossible to predict how people will change their travel behaviour as a result of an LTN. However, evidence from other schemes in London shows that the changes in traffic volumes on boundary roads are very different to what would be predicted by simple reassignment of traffic. A paper[3] examining over 70 case studies of road space reallocation from eleven countries, and the collation of opinions from over 200 transport professionals worldwide, found that predictions of traffic problems are often unnecessarily alarmist, and that, given appropriate local circumstances, significant reductions in overall traffic levels can occur, with people making a far wider range of behavioural responses than has traditionally been assumed.

6.11 A particular concern is around traffic being displaced from the quieter residential areas onto surrounding main roads (often bounding the LTN) which could also be residential and may already be very congested. An analysis in Waltham Forest[4] found that, although traffic on major roads adjacent to LTNs increased slightly, it increased less than traffic in London as a whole during this period. Traffic decreased by 56% over the whole (both inside and outside the LTN) with 10,000 fewer vehicles a day across the project area. A study[5] by Kings College on Waltham Forest in 2019 found air quality did not get worse on major roads (or other non-LTN areas) after the introduction of LTNs. A related concern is that increasing traffic on boundary roads is likely to disproportionately affect more deprived residents and those with protected characteristics. A spatial analysis of London's new LTNs[6] has shown that across London people in deprived areas were much more likely to live in a new LTN than people in less deprived areas and that at a micro-level LTN residents were demographically similar to neighbours in immediately adjacent areas.

Short-term versus long-term impacts

6.12 Another issue with LTNs concerns short-term versus long-term impacts. It can take time for drivers to get used to changes which can be disruptive in the short-term after an LTN is implemented. There may be some increase in driver queues at some main road junctions at certain times of the day which can initially lead to intermittent delays to bus services. However, experience from 6 other LTNs introduced in London has shown that, after a few months of a 'settling in' period, impacts on a majority of main roads tended not to be significant (see Appendix H). The growing body of data on LTN impacts in

[3] https://nacto.org/wp-content/uploads/2015/04/disappearing_traffic_cairns.pdf
[4] https://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[5] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings Report_310718.pdf
[6] https://osf.io/preprints/socarxiv/q87fu/

London has revealed a wide spectrum of impacts from large and small increases and decreases in traffic to insignificant changes either way.

Access to properties

6.13 As noted above, every property in a LTN can be accessed by car but it is the case that some residents and visitors may have to drive further or use a different road to access the address. This raises a variety of potential issues including for businesses, religious institutions, people with disabilities, taxis and private hire, emergency services, and general permeability and accessibility of communities. To a large extent, potential impacts depend on how an LTN is planned and designed and the extent of engagement and consultation which is undertaken.

Businesses

6.14 LTNs may mean that access to certain businesses by motor vehicle is affected. This has implications for businesses who some people visit by car, those that rely on motor vehicles for deliveries, and for businesses directly related to motor vehicles such as MOT garages. Issues in this regard are partly mitigated by the fact that all businesses in an LTN are still able to be accessed by car. It is important to note that there are evidenced benefits to businesses from increased levels of walking and cycling[7]. People who walk and cycle more take more trips to the local high street over the course of a month. On average, pedestrians make 16 visits, cyclists 12, and car drivers 8. On average, over a month, people who walked to their local high street spent 40% more.

Community facilities

6.15 LTNs may also affect access to community facilities such as religious institutions. Again, issues in this regard are partly mitigated by the fact that all addresses in an LTN are still able to be accessed by car. It is also the case that such facilities become more attractive to walk and cycle to because of the reduction in traffic within the LTN. Notwithstanding this, it is noted that not all people are able to walk and cycle to such facilities and changes in vehicular access may present some difficulties.

Older people and people with disabilities

6.16 A key issue with LTNs is that they have the potential to impact disproportionately on individuals and groups who experience barriers to walking, cycling and using public transport and who rely on a motor vehicle to

[7] https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf

get around. Specific groups who may be presented with difficulties by LTNs include older people and people with disabilities. People and groups who rely on motor vehicles may also be more affected such as those who have carers or who use transport services such as special educational needs and disabilities (SEND) transport. LTNs do not prevent anyone driving to their home or to a particular address as all addresses remain accessible. It is also worth noting that disabled people also walk and cycle therefore their needs will differ to those who use a motor vehicle to get around. .

6.17 Each person with disabilities has different needs and they cannot be treated as one homogeneous group. A report by Transport for All set out that the positive impacts of LTNs experienced by different people with different disabilities included: easier and more pleasant journeys, increase in independence, decrease in traffic danger and benefits to physical and mental health. The negative impacts included: longer journey times for residents and visitors, travel becoming more exhausting, complicated or difficult and some cases of a negative impact on mental health, issues with taxis and a perceived rise in traffic danger. It is crucial that the needs and requirements of these individuals and groups are properly taken into account as part of the design process of an LTN

Taxis & private hire

6.18 The traffic restrictions introduced by LTNs can mean that taxi and private hire vehicles may have to drive further or use a different road to access certain addresses. Taxi/private hire journeys could be more difficult or take longer with more expensive fares as a result. To the extent this is the case, LTNs may have potential impacts for both taxi drivers and taxi passengers. Impacts could fall disproportionately upon groups who cannot use other transport options and thus rely on taxis/private hire vehicles to make certain trips. It is noted that a large portion of London black cabs are wheelchair accessible vehicles and these vehicles, together with fully accessible private hire vehicles, provide a valuable option for travel, particularly to elderly or disabled people. It is important that the needs and requirements of all road users are taken into account when designing LTNs.

Emergency services

6.19 A common concern about LTNs is that they have potential to slow down emergency services either through blocking routes within the LTN or creating greater congestion outside of it. The ability of emergency services to efficiently use the highway network is a genuine factor that must be taken into account with LTNs. It is important that emergency services are extensively consulted as proposals develop and that their vehicles are provided with necessary

accesses. A common way to do this is to use camera enforced filters rather than physical barriers as filters. Data from long-standing LTNs have shown that there is no negative impact on emergency response. In Waltham Forest, Fire Brigade response times were unchanged inside LTNs, and slightly faster on boundary roads[8].

Exemptions

6.20 One tool which is available to councils is to issue exemptions to certain road restrictions within an LTN. This relies upon some modal filters being camera-enforced rather than enforced through physical barriers. This is commonly done across London for a variety of purposes. Some people in Haringey are eligible to apply for exemption for a free School Streets exemption including Blue Badge (disabled) holders who require access to the street during the specified times and pupils of the school that have a disability that prevents them from walking or cycling to school.

Accessibility for communities

6.21 The permeability and accessibility of communities can be affected by the introduction of an LTN - whilst accessibility for cars is reduced (but not removed), accessibility for pedestrians and cyclists is increased. It may be the case that vehicular access is restricted to some communities to remove harmful through-traffic which does not have an origin or destination in the local area. While this may mean some residents and visitors may have to drive further or use a different road to access the community, accessibility by public transport can be retained and enhanced through appropriate choices of filters such as bus gates. Accessibility and permeability for pedestrians and cyclists can also be significantly improved through the removal of through traffic. A study in Bristol[9] found the number of friends and acquaintances reported by residents was significantly lower on streets with higher volumes of motor traffic.

Community safety

6.22 A further concern around LTNs is that, if traffic is reduced and streets are quieter, there is a risk of more crime/anti-social behaviour, including with regard to violence against women and girls. The introduction of an LTN in Waltham Forest was associated with a 18% decrease in street crime within the LTN and 10% across the borough and this effect increased with a longer duration since implementation[10]. It is nevertheless important that LTNs are designed with a

[8] https://findingspress.org/article/18198-the-impact-of-introducing-a-low-traffic-neighbourhood-on-fire-service-emergency-response-times-in-waltham-forest-london
[9] https://core.ac.uk/download/pdf/323897729.pdf
[10] https://osf.io/preprints/socarxiv/ftm8d/

view to designing out crime through approaches such as Secure by Design and that the Metropolitan Police Service is engaging robustly and as early as possible.

External funding

6.23 In usual times, London Boroughs are allocated money by Transport for London (TfL) to spend on projects that support the Mayor's Transport Strategy through a Local Implementation Plan (LIP). The Council's LIP 2019-2022 was approved by the Deputy Mayor for Transport in June 2019. However, the LIP funding programme was suspended in May 2020 due to financial constraints on TfL, resulting from reduced revenue during lockdown, a government funding agreement and a need to reprioritise any spending. This was to help active and safe travel whilst the public transport system could not operate at full capacity due to social distancing.

6.24 In June 2020, TfL invited London Boroughs to bid for funding under the Mayor's London Streetspace Programme which aimed to provide residents with a safe alternative to travelling in the capital (Tranche 1). Haringey was successfully awarded funding for a range of proposals outlined In the Haringey Streetspace Plan (Appendix B). However, a bid to deliver two LTNs (Bruce Grove and St Ann's) was unsuccessful.

6.25 In July 2020, TfL announced a further Department for Transport Active Travel Fund funding opportunity (Tranche 2). The Council resubmitted unsuccessful Tranche 1 bids together with a new bid for an LTN in Bounds Green (Appendix C) in response to an LTN being implemented in Enfield. In December 2020 TfL confirmed the Council had been successful with its three LTN bids. It should be noted that the Tranche 1 LTNs (none in Haringey) are different from the Tranche 2 LTNs that the Council has been awarded funding to deliver. In Tranche 1 funded LTNs were required to be delivered without delay with consultation taking place whilst they were in place. In contrast, the Tranche 2 LTNs are expected to be consulted on before implementation.

6.26 In June 2021, TfL announced a further funding opportunity (Tranche 3) focused on defined priorities. In July 2021, the Council was allocated £927,000 towards its three in-flight LTN schemes comprising £735,000 for School Streets, £72,000 for cycle hangars and £120,000 for transport modelling.

Table 1: External funding secured towards delivery of LTNs

Tranche	**Funding secured**		**Deadline for committal**	**Deadline for spend**
	3 x LTNs total	Bounds Green LTN		

Tranche 1	None		N/A	N/A
Tranche 2	£866k	£240k including initial allocation of £20k for community engagement and design.	11 March 2022	30 September 2022
Tranche 3	£927k	£184k for two School Streets £24k for cycle hangars	11 December 2021	11 March 2022 with works complete by 31 March 2022
Total	£1.793m	£448k		

Engagement and Consultation

6.27 The development of proposals for the Bounds Green LTN has been subject to a significant amount of engagement and consultation. The three main stages of engagement are set out below together with details of ongoing engagement with key stakeholder groups. A Communications and Engagement Plan (Appendix D) was prepared after Engagement Stage 1 with a long-term focus on building relationships with key stakeholders and has underpinned all engagement since.

Engagement Stage 1 - Early engagement

6.28 The Council launched early engagement with residents and businesses on the proposed Bounds Green LTN in February 2021. A letter was sent to all addresses within the proposed Bounds Green LTN area explaining how to get involved with the emerging proposal and inviting residents and businesses to let the Council know what transport and travel issues they were experiencing, and what interventions or improvements they would like to see implemented in the proposed Bounds Green LTN area. Residents were given the opportunity to share their views on an interactive engagement map and to join an online public meeting. The online meeting was attended by around 120 people. For those without internet access, replying to the letter by phone and post was possible. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were also carried out. The feedback received at this engagement stage was reviewed and analysed and fed into the initial design development of the Bounds Green LTN.

6.29 A summary and analysis of the comments on the interactive online engagement is provided at Appendix E. 1,484 people visited the site and there were 649 confirmed respondents. The most common issue raised by respondents was 'Air Quality Concerns' accounting for 53% of all comments and agreements, followed by 'Traffic Congestion' and 'Traffic Volumes.' The most common suggested improvements from respondents were 'Reduce Traffic Volumes' accounting for 38% of all comments and agreements, followed by 'Measures to Improve Air Quality' and 'Reduce Traffic Speeds.' The principal comment hotspot was on Brownlow Road, followed by Woodfield Way, Winton Avenue, and Clarence Road/Truro Road/Finsbury Gardens.

6.30 A summary of written responses to participant questions at the online meeting is provided at Appendix F.

Engagement Stage 2: Community Design Workshops

6.31 On 17 and 18 May 2021, the Council held online community design workshops for the proposed Bounds Green LTN. The public workshops were open to all residents in the project area. Letters were sent to all addresses in the area in advance and attendees were able to comment on two design options for their area and raise any potential issues or suggestions about the design. The events were attended by approximately 150 people.

6.32 Based on feedback received at Engagement Stage 2, a third design option was developed including a greater element of filters allowing emergency and access for other permitted vehicles versus physical filters. This third design option was consulted on at Engagement Stage 3.

Engagement Stage 3: Public Consultation

How was consultation undertaken?

6.33 A public consultation on the proposed Bounds Green LTN design ran from Monday 16 August to Friday 17 September 2021 (5 weeks). The public consultation was an opportunity for those living and working in and near the LTN to review the proposed designs and give the Council their feedback. However, it is important to note that the public consultation was available to anyone to respond to, whether they lived in the area or not. The below table summarises strategies used to maximise engagement during the public consultation:

Council website	Consultation hosted on Council website where all key documentation published

	FAQs
Social media	Twitter, facebook, instagram
Consultation leaflet	Sent to every address and available within local libraries
Haringey People Extra bulletin & Haringey Business Bulletin	LTN item included within email bulletins
Survey	Sent to every address (freepost return) Could also be completed online, via phone, sent via email or completed in person and deposited at 5 of the borough's libraries
Accessible version of consultation leaflet and survey	Published on the council's website with paper copies available on request.
Translations	Consultation leaflet available on request in 4 commonly spoken languages
Specific stakeholder groups	Bespoke strategies used for specific groups. Detail set out in next section.
Consultation events	Street exhibition boards at Bounds Green Tube Station and Bowes Park Community Garden Pop-up exhibitions at Bounds Green Tube Station and Myddleton Road area Outside school engagement: Trinity Primary Academy and St Martin of Porres Schools
Posters/lamp columns	25 lamppost wraps and 100 posters were placed across the LTN area

6.34 In addition to the main stages of engagement listed above the Council consulted key stakeholders on the emerging LTN proposals as follows:

- **Emergency services:** Three meetings took place with emergency services (police, ambulance, fire brigade) in 2021. In addition, there was correspondence outside of these meetings as draft designs emerged and evolved.
- **Disabled people and carers**: At the same time as Engagement Stage 2 design workshops were held the Council began collecting information to help it develop

the LTN to meet the distinct requirements of people with disability and access needs. A Disabled People and Carers Survey was launched on 10 May and ran until 1 September 2021. Key stakeholders were written to and informed about the survey to maximise the response rate.

- **Schools:** Schools engagement was carried out in July 2021. A meeting was held for head teachers and a separate meeting was held for parents.
- **Businesses:** A Business Perception Survey was commissioned to help build up a picture of how customers and staff travel to business premises, alongside how they receive deliveries.
- **Enfield Council:** The proposed Bounds Green LTN is adjacent to the Bowes Primary Area Quieter Neighbourhood LTN which has been in operation by Enfield Council since September 2020. The Quieter Neighbourhood includes modal filters which prevent motor vehicles from passing through these filters but allow for walking and cycling. In recognition of the fact that the projects are very closely linked, the Council has worked closely with Enfield to align the proposals so that they are complementary to each other as a scheme that covers a wider area, rather than separate schemes within each local authority's boundary. This approach is consistent with the requirements of the network management duty under the Traffic Management Act 2004.

<u>What was consulted on?</u>

6.35 The Bounds Green LTN consultation option is set out in the consultation leaflet at Appendix G. The consultation option broke the LTN area into 3 sub-areas:

- Area A: Bounded by Bowes Road, the East Coast Main Line, Bounds Green Road and Telford Road
- Area B: Bounded by the A406, Green Lanes/High Road, Bounds Green Road and the East Coast Main Line
- Area C: Bounded by Bounds Green Road, Durnsford Road and Pinkham Way.

6.36 Parts of Areas A and B fell within the London Borough of Enfield with these areas forming part of the existing trial Bowes LTN within the London Borough of Enfield.

6.37 Within each area of the LTN in Haringey, filters were proposed on a trial basis to stop traffic travelling through the respective area from one boundary road to another boundary (i.e. rat-running). The filters were designed having regard to the existing Enfield LTN and with a view to creating a complete wider LTN.

6.38 A range of complementary measures were also proposed including:

- School Streets for Trinity Primary Academy (Area B) and St Martin of Porres Primary School (Area C) (on a trial basis)
- Two new zebra crossings (permanent)

- Six new cycle hangars (permanent)

High Level Transport Assessment (HLTA)

6.39 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. The duty is "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

6.40 As part of this duty, alongside the consultation option, the Council also published a high-level transport assessment (HLTA) for the proposed Bounds Green LTN. The HLTA (Appendix H) was undertaken to assess the potential impacts of the proposed Bounds Green LTN on the highway network. It treats the existing Bowes Quieter Neighbourhood and proposed Bounds Green LTN as a single LTN for this purpose. It shows that some boundary roads are likely to see decreases and some roads likely to see increases in traffic (0-25%), with all the internal roads expected to see a reduction or neutral impact as a result of the scheme. This is on the assumption all traffic reassigns onto the nearest available alternative route, which are the boundary roads on the edge of the LTN area. The upper limit of the predicted level of traffic displacement is not considered to be particularly problematic from the network management duty perspective.

6.41 Notwithstanding this conclusion, the HLTA points to analysis by Sustrans on 6 LTN trials across London that, after 6 months, significant change in travel patterns takes place. Sustrans data on 21 boundary roads indicates a mixed picture following LTN implementation. On average, daily traffic volumes on boundary roads increased by 3% compared to before the trial. In the worst case, daily traffic flow on one boundary road increased by 32%. In the best case, daily traffic flow on one boundary road saw a reduction of 31%.

Equalities Impact Assessment (EqIA)

6.42 The EqIA (Appendix I) assessed the likely impacts of the proposed Bounds Green LTN and complementary measures on groups with protected characteristics as defined by the Equality Act 2010. In addition, it gave consideration to the potential impact of the proposal on other groups not specifically protected under the Equality Act including parents/carers and/or socio-economic groups.

6.43 The measures are considered to advance equalities for many protected groups, albeit with a small disadvantage noted for those solely reliant on motor vehicles for transport. On balance, the scheme was considered to promote equality of opportunity among protected groups.

What was the response to the consultation?

6.44 The consultation ran for 5 weeks from 16 August 2021 to 17 September 2021. In total 1,511 people responded to the consultation – 1,388 via the online survey and 123 via paper surveys. A copy of the survey is provided at Appendix J.

6.45 There were also 57 emails received providing feedback on the scheme. A consultation report is provided at Appendix K. A summary of respondents and responses is provided below.

Respondents

6.46 Based on post code data, 64% of participants live within the LTN area (42% in Haringey and 22% in Enfield), 5% live on boundary roads, 22% live outside the LTN area but within LB Haringey.

6.47 19% of the respondents said they have a physical or mental health condition/illness.

6.48 There are a number of ways in which the respondents were not representative of the area and this should be considered when interpreting results. For example, people who owned or had access to a car were significantly over-represented. Participants were asked if they owned or had access to a private car. 18% said “No” and 82% said “Yes”. In comparison, the 2011 census indicates 52% of households in Bounds Green ward, which covers the majority of the Haringey part of the proposed Bounds Green LTN, are without a car/motor vehicle.

Feedback

6.49 When asked how they felt about the reduction of traffic within the Bounds Green LTN area, 38% of respondents gave a positive response (569 people) but, despite the level of engagement undertaken in developing the arrangement suggested in the consultation, 55% responded negatively (828 people).

6.50 There was an overall negative response to changes proposed in each of the three areas within the Bounds Green LTN. (i.e. to the filters needed to deliver the Bounds Green LTN). 62% of responses regarding Area A were negative and 32% were positive; 65% of responses regarding Area B were negative and

30% were positive; and 66% of responses regarding Area C were negative and 29% were positive.

6.51 There was high positivity for the proposed complementary measures of crossings, School Streets and bike hangars.

6.52 The open text data provided key context around the reasons for overall negativity to the proposed Bounds Green LTN. The main reason people expressed negative views was increased traffic on main roads (324 comments), even though the high-level transport assessment indicates that even under the worst-case scenario the change is not expected to be particularly detrimental. That reason was followed by concerns around increased car journey times (232 comments) and increased air pollution (196 comments) – both of which would relate to journeys on the outskirts of rather than within the LTN areas themselves. While some people were opposed to the Bounds Green LTN, others supported the principles behind the Bounds Green LTN but did not think that it would work, particularly those living on the boundary roads.

6.53 There was a strong theme around equity, particularly around the impact of those living on the boundary roads and it impacting on less affluent households, as well as the impact on older and disabled people.

6.54 Disabled respondents were less positive about the LTN and School Streets than non-disabled respondents. 70 responses were received to the Disabled People & Carers survey from people within the Bounds Green area. Response themes from the survey were along similar lines to the overall survey, although they often linked the issues specifically to an aspect of their disability/health. Key issues raised included longer journey times, impacted access to key places such as medical services, and impacted access for care givers. Various respondents indicated support for the Bounds Green LTN highlighting that the existing street landscape and traffic volumes had a negative impact on their mobility and suggesting the Bounds Green LTN would improve their mobility and open up routes for them to walk, cycle or use a wheelchair.

6.55 In terms of their relationship to the area, the more positive groups of respondents were those who don’t live within the Bounds Green area but live within Haringey. The most negative were those who work in the Bounds Green area. Residents within the Bounds Green LTN in Enfield and Haringey had a similar pattern of response, although Haringey respondents were very slightly less positive.

6.56 People without access to a car were significantly more positive about the schemes than those with. Those without access to a car were underrepresented. Those who cycle and who walk with a pushchair/buggy were

the most positive groups, while those that drive or are driven in a private car were much less positive about the scheme. The most positive age groups were younger people and men were more positive about proposals to reduce motor vehicle traffic than women.

Responses from emergency services

6.57 The Metropolitan Police responded stating it has no objection to the proposals. It asked whether the Council had considered the cumulative impact of the LTN alongside the neighbouring Bowes LTN in Enfield and it stated it would like the Council to consider changing certain physical filters (i.e. hard closures) to camera enforced filters. No formal consultation response was received from the Police's Secure by Design department. However, the Council met with their officers to seek their views on the proposals.

6.58 The London Fire Brigade expressed concerns about hard closures stating that an approach that does not require physical barriers would be advantageous. It said that more detail was required about layouts to ensure that it does not impede on its appliances.

6.59 The London Ambulance Service (LAS) stated that it supported measures to improve public health by reducing traffic and encouraging walking and cycling but stressed the importance of ensuring that emergency vehicle access is properly considered in all LTN schemes. The LAS indicated a preference that, where possible, hard closures (i.e. physical barriers) are avoided and soft closures (i.e. camera enforced filters) are used instead. It was also requested that any subsequent traffic management order has appropriate exemptions for ambulance, fire and police purposes. The LAS requested changes to filters on Queen's Road (Area A), Truro Road (Area B) and Passmore Gardens (Area C).

Responses from businesses

6.60 123 responses were received across the borough to the Business Perception Survey. 77% of responses were from business owners/managers and 22% from employees The survey revealed that there is a wide spread of ways in which businesses carry out loading/deliveries/collections of goods. The most common response to this question was that loading/deliveries/collections of goods are carried out six days a week (19%), closely followed by seven days a week (17 %). When asked about how many deliveries they received per day, the most common response was one delivery per day (29%), followed by two deliveries by day (19%). In response to the question about what mode of transport business deliveries arrive by, the most common response was by van (38%), closely followed with by HGV/lorry (36%). After this, the third most common response by respondents was by car (22%). Respondents were then

asked where they currently load their goods from, and answered this question with a spread of answers, including at the front of their shop, on a side street, and at the back of their shop.

6.61 When asked to select the top three means by which their staff currently travel to the business premises, the most common response was by car (36%), closely followed by public transport (32%). Another popular response by respondents on how they travel to the business premises was by walking (20%). In response to the question about how customers travel to the respondents' businesses, the most common response was by walking (32%), followed by car (29%), and by public transport (22%). When asked how supportive they were of efforts to improve walking and cycling infrastructure in their local area, a mixed picture emerged. Participants were asked to provide an indication of how supportive they were on a five-point Likert scale, in which 1 = not supportive at all, 5 = very supportive. The most common response respondents gave was five, (30%). After this, the most common response was three (25%), followed by one (19%).

Petition

6.62 As part of the consultation a petition was submitted to the Council by residents living within Area C of the LTN (Appendix L) setting out their opposition to the proposed LTN. Linked to the petition, a deputation was made to Cabinet on 14 September 2021. The written documentation indicated 94% of households in Area C that responded to the petition's survey oppose the proposed version of LTN. It stated that residents do not support a 24/7 closure of roads to local residents and proposed an alternative LTN which it claimed is overwhelmingly supported by the same residents. The alternative proposal was for timed cameras closing the area to all through traffic, including residents, at school times and other peak periods only and only on weekdays.

<u>Summary of Council response to consultation</u>

6.63 The proposed Bounds Green LTN has been developed over 10 months informed by a significant amount of engagement with local residents and other key stakeholders. In early 2021 the Council began early engagement with residents and businesses on the proposed Bounds Green LTN. The most common issue raised by respondents was 'Air Quality Concerns', followed by 'Traffic Congestion' and 'Traffic Volumes.' The most common suggested improvements from respondents was 'Reduce Traffic Volumes', followed by 'Measures to Improve Air Quality' and 'Reduce Traffic Speeds.' Having regard to this feedback, a series of LTN design proposals were developed to help address the concerns raised. Engagement was carried out on these in May 2021 via online Community Design Workshops. Based on feedback received

at Engagement Stage 2 a preferred design option was developed including a greater element of filters accessible by emergency services or other permission vehicles versus physical filters. This 'hybrid option' was the subject of public consultation as part of Engagement Stage 3.

6.64 It is noted that there was an overall negative response to changes proposed in each of the three areas within the Bounds Green LTN. However, it is important that this headline result is properly scrutinised and the reasons for opposition are unpacked. In the first instance, people without access to a car were significantly underrepresented within respondents. Such people were found to be much more positive about the Bounds Green LTN than those who own or have access to a car.

6.65 Negative responses received to the public consultation included in-principle objections to the Bounds Green LTN and objections based on concerns with the specific design of the Bounds Green LTN and the possibility it would not achieve the desired objectives. In the latter case, the main concerns expressed regarding the implementation of the Bounds Green LTN were increased traffic on main roads, increased car journey times and increased air pollution. The ultimate goal of the Bounds Green LTN is to reduce traffic both within the Bounds Green LTN and on the boundary roads of the Bounds Green LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture. Traffic volumes within the LTNs reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased. With regards to concerns about increased journey times, evidence suggests that traffic volumes and congestion tend to decrease across a neighbourhood when an LTN is introduced. Residents within the Bounds Green LTN may need to drive slightly further to reach some destinations, but one of the aims of LTNs is to encourage residents to drive shorter journeys less frequently, and instead make short trips by walking and cycling more often. In terms of concerns about air pollution on main roads, evidence from Waltham Forest[11] has shown air quality to improve on main roads after LTNs are introduced.

6.66 The petition submitted by residents of Area C of the LTN is noted, specifically opposition to the LTN consultation option and support for an alternate option comprising timed cameras closing the area to all through traffic, including residents, at school times and other peak periods only and only on weekdays. The alternate option is not supported by the Council because the consequential change in behaviour could simply be a shift in commuting travel times (i.e. to off-peak), it will not reduce existing levels of non-local through-traffic (i.e. off-

[11] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf

peak rat-running) and it does not encourage the shift to walking, cycling and other sustainable modes of transport. Furthermore, there are spikes in traffic flows that occur outside of peak hours which, combined with the timed approach that applies to School Streets, would make general understanding of the hours of operation of any LTN extremely challenging to understand. These factors would inhibit the introduction of any time-based LTN.

Conclusion

6.67 It is not possible to predict exactly what the impacts of the proposed Bounds Green LTN will be. From a network management duty perspective, the implementation of the Bounds Green LTN is not considered to have a particularly negative impact in the short, medium or long-term on the expeditious movement of traffic in any or of all three areas or to its boundary roads. Initially, there will be a period of adjustment of traffic routes selected by motorised vehicle users that can no longer cut through the Bounds Green LTN, resulting in a stabilisation of traffic movements and route selection that will be of broader benefit to the residents of the Bounds Green LTN than simply reduced flows passing their property.

6.68 Taking account of evidence from schemes delivered elsewhere in London, it is not considered the Bounds Green LTN will give rise to the main concerns which are responsible for most of the opposition expressed through the public consultation namely increased traffic on main roads, increased car journey times and increased air pollution.

6.69 Having regard to the potential for the Bounds Green LTN to deliver significant benefits such as reducing traffic, reduction in injury risk, reduced air pollution and increases in active travel, and taking account of the Equalities Impact Assessment, which indicates potential for net positive benefits for those with protected characteristics, it is recommended that the LTN is implemented. The recommendation is for a trial scheme which, if necessary, the Council can make changes to while it is in force to address or mitigate some of the issues arising that affects the highway network or local amenities and with a linked commitment to comprehensive monitoring to be set out in a detailed monitoring proposal document. Having regard to public support for the suggested complementary measures as well as their potential to support the Council's aims for the LTN and wider area, it is also recommended to introduce the complementary measures. Monitoring will be established before the LTN and School Street trials goes live such that there is a robust data baseline and will include ongoing monitoring of traffic (all types) and air pollution within the Bounds Green LTN, on major boundary roads and elsewhere at key locations on the borough's road network.

6.70 Having regard to consultation feedback and further dialogue with key stakeholders, changes are proposed to the experimental Bounds Green LTN and complementary measures that are proposed to be implemented. The key changes are set out below:

Table 2 Post-consultation design changes

Area of LTN	**Key post-consultation changes**	**Reason for change**
Bounds Green LTN Area A	None	N/A
Bounds Green LTN Area B	West side of Trinity Primary Academy School Street removed, east side retained	To prioritise the eastern section of Trinity Road where the school is located, allowing the west side to be accessed by motor vehicle for those who need to arrive by motor vehicle. West side may be introduced at a later date, subject to monitoring.
	Clarence Road between Truro Rd and Nightingale Rd to remain two way but at both ends to be signed as No Motor Vehicle with an Except for access plate, retaining access for emergency services.	This section of Clarence Road is too narrow to accommodate large vehicles once Truro Road and Nightingale Road filters are implemented. The proposed change protects the road from being used by motor vehicles simply as a through route whilst allowing access to residents who reside along it.
	Cycle hangar on Thorold Road moved across the street	Alternative location chosen due to potential for a disabled parking bay at original location.
	Marlborough Road filter moved to junction and changed to emergency access filter	In response to emergency services request, to support place function and to support refuse access
	Zebra crossing on Green lanes north of junction with Myddleton Road no longer proposed. Instead a signalised crossing for pedestrians to be considered in its place or at just north of junction with Sidney road	There is not sufficient space on the carriageway to accommodate a central island which is necessary for safety. Due to the presence of bus stops and or bus lanes which may impede on sightlines, a signalised crossing is more appropriate. The exact location to be determined following feasibility study and approval from TfL.
Bounds Green LTN Area C	None*	N/A

	*The St Martin of Porres Primary School Street will need to be shortened to only cover Blake Rd from Churston Gardens at the northern end if Cabinet does not approve the Bounds Green LTN filters within Area C.	

6.71 After the consultation closed the Council met with the emergency services to discuss their responses. As a result of this discussion the Marlborough Road filter within Bounds Green Area B was relocated and changed from a physical filter to an emergency access filter.

6.72 A plan of the experimental Bounds Green LTN, School Streets and other complementary measures proposed for implementation is provided at Appendix M.

Exemptions

6.73 Where roads are closed with a physical barrier, whether through use of planters, bollard, etc, no exemptions are possible for any motor vehicle. However, where they are signed as closed to motor traffic but not physically closed, the experimental traffic management order for the LTN will exempt all emergency vehicles and the Council's refuse services. These closures will likely be enforced by CCTV cameras.

6.74 Meeting the needs of those with access and disability needs has been an important part of the Bounds Green LTN design process. Hearing the views from the community on these issues at online workshops, through the Disabled People and Carers survey and the public consultation has helped shape the design of the Bounds Green LTN, including the types/locations of filters and the locations of the new pedestrian crossings.

6.75 The EqIA (Appendix I) assessed the likely impacts of the consultation version of Bounds Green LTN and complementary measures on groups with protected characteristics as defined by the Equality Act 2010. It found that, on balance, the LTN and complementary measures promote equality of opportunity among protected groups, but a small disadvantage was noted for those solely reliant on motor vehicles for transport.

6.76 Having regard to this and feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions for the proposed

Bounds Green LTN. The proposed Bounds Green LTN maintains accesses to all properties within the LTNs, but routes taken to a given property may need to change. The benefits of not providing exemptions to the LTN are to provide the safest possible environment for people to walk, wheel and cycle by significantly reducing motorised traffic and to reduce, as far as possible, congestion and air pollution. However, feedback and evidence indicated that such an approach would potentially result in negative impacts for some people some of the time who have a protected characteristic, in particular for disabled people.

6.77 On the basis of the above, and to ensure the Bounds Green LTN advances equality as far as possible, it is recommended that the following will be eligible for an exemption to non-hard closure filters in the Bounds Green LTN experimental scheme:

- Blue Badge holders living within the Bounds Green LTN or on the immediate boundary of it
- Special Educational Needs and Disabilities (SEND) transport
- Essential Haringey Council services catering for people with a disability

6.78 This is a carefully balanced recommendation taking into consideration the reasonable adjustments that this approach will offer to Blue Badge holders and others with access and disability needs.

6.79 The exemptions will be subject to an application process and exact criteria will follow in due course.

6.80 There will also be a separate route for individuals who do not live within the LTN or on the immediate boundary of it to obtain an exemption to drive through a designated filter, through an exceptional circumstance dispensation.

6.81 The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.

6.82 Building on comprehensive engagement done so far to understand the potential impacts of the proposals on groups with protected characteristics, the Council will continue to work with relevant organisations to ensure that, as far as possible, the Bounds Green LTN advances equality. The Council will continue to engage with Transport for All whose recent report 'Pave the Way: The impact of Low Traffic Neighbourhoods (LTNs) on disabled people, and the future of accessible Active Travel' is noted.

6.83 The Council will closely monitor the impacts of the trial Bounds Green LTN, both through a comprehensive monitoring strategy and further engagement with the community and key stakeholders. Should this indicate impacts on

groups with protected characteristics which need to be mitigated then the above exemptions list will be reviewed.

Updated EqIA

6.84 The Council has prepared an updated EqIA in respect of the Bounds Green LTN, School Streets and other complementary measures proposed for implementation. This is provided at Appendix N. The updated EqIA found that the proposals will advance equalities for many protected groups. While a small disadvantage is noted for those solely reliant on motor vehicles for transport, it notes a range of ways in which the Council is mitigating the identified impacts including post-consultation changes to the LTN and complementary proposals, making certain groups and categories of transport exempt from the some of the restrictions, and further engagement with some residents and/or their representative groups.

Implementation of Bounds Green LTN & complementary measures and Engagement Stage 4: public objection period

6.85 The Bounds Green LTN will be implemented via traffic management orders. These are legal documents which enable the Council, as the local traffic authority, to impose traffic and parking restrictions to manage traffic in the borough.

6.86 There are 3 types of traffic management orders:

- permanent
- experimental
- temporary

6.87 The Bounds Green LTN and School Streets are proposed to be implemented via experimental traffic management orders:

6.88 Experimental traffic management orders (ETMOs) are schemes introduced as an experiment to see what its effects are and can be changed if necessary. They last up to 18 months before either being abandoned, amended or made permanent. An ETMO can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Formal objections to a subsequent order to continue the provisions of the ETMO in force indefinitely must be made in the first six months of the ETMO coming into force. If changes are made, six months are allowed for such an objection from the date those changes came into operation. A decision on whether the changes introduced will be removed or made permanent must be made within 18 months of an order coming into force.

6.89 During the period in which the ETMOs are in force, the Council can modify or suspend the operation of the ETMO if it appears essential in the interests of the expeditious, convenient and safe movement of traffic or for providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road traffic affected by the order runs.

6.90 During the period in which the ETMOs are in force, the Council will carry out **Engagement Stage 4: public objection period**. This will provide a further opportunity for the community and other stakeholders to provide feedback on the proposals. The Council will review all formal objections and feedback provided and this, together with the comprehensive monitoring outlined above, will inform whether any changes are necessary to the scheme while it is in force.

6.91 Notwithstanding the above, it should be noted that it will not be possible to resolve all issues which arise whilst the experimental measures are in place. In the first instance, it will be necessary for the Council to allow a 'settling-in' period for drivers to adjust their travel behaviour in response to the new highway arrangement. In the second instance, the Council will be limited in terms of what changes it can make and the scope of potential changes will likely only extend to slight adjustments to deal with minor localised issues. Lastly, it will not be possible to make immediate changes and, depending upon the nature of any changes required, these could take some time to implement. This is because any significant changes will require a revised experimental traffic management order and mean that the period of the experiment starts afresh. For this reason, it would not be prudent to consider any significant changes to the ETMO for the LTN for at least two months, given that it will take time for altered traffic behaviour and route selection to stabilise.

6.92 The decision as to whether or not to make the LTN and School Streets permanent will be subject to a separate decision by the Council.

6.93 The proposed bike hangars will be implemented by exercising powers under section 63 of the Road Traffic Regulation Act 1984.

6.94 The proposed pedestrian crossings will be implemented by exercising powers under section 23 of the Road Traffic Regulation Act 1984.

Phasing/programming and next steps

6.95 The implementation of the Bounds Green LTN is required to mitigate impacts of the Bowes Primary Area Quieter Neighbourhood LTN which has already been implemented within the London Borough of Enfield and is having negative impacts within the proposed Bounds Green LTN area. As a consequence, the

Bounds Green LTN is programmed to be the first LTN delivered by the Council. Separate Cabinet reports have been prepared for December 2021 Cabinet recommending the subsequent implementation of Bruce Grove West Green LTN and St Ann's LTN as part of the Council's wider LTN delivery programme.

6.96 Implementation of the Bounds Green LTN and complementary measures is expected from January 2022.

6.97 The next steps for the Bounds Green LTN and complementary measures are as follows:

December 2021: Update

- The Council will notify all previously consulted residents and businesses on the outcome of the consultation.

Early 2022: Trial implementation of LTN and School Streets and implementation of additional complementary measures

- Modal filters and School Street proposals implemented as trial changes under experimental traffic management orders
- Start of related 6 months' statutory objection periods for LTN and School Streets (Engagement Stage 4)
- Cycle hangars and new crossings implemented as permanent measures

Autumn 2021 – Winter 2022: Monitoring

- Ongoing monitoring of traffic volumes and speed, air quality, cycle volumes, traffic collisions.

Autumn 2022: Review

- Review of feedback and monitoring data to consider whether to make the trial changes permanent.

Winter 2022: Decision

- Decision on whether to make the trial changes permanent.

Winter 2022: Update

- The Council will notify all residents on the outcome of the decision and the next steps.

7 Contribution to strategic outcomes

7.1 The proposal to introduce the Bounds Green LTN experimental scheme and complementary measures will support the 'Place' Priority of the Borough Plan 2019-23 including specific objectives to:

- increase the levels of physical activity across the borough
- improve air quality, especially around schools

- reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
- provide safe and accessible roads, pavements and other public spaces for everyone, especially vulnerable users
- improve connectivity around the borough especially for pedestrians and cyclists

7.2 In addition,' the scheme will support the delivery of key Council strategies including the Transport Strategy, Climate Emergency Action Plan, Air Quality Action Plan, School Streets Plan and emerging Walking and Cycling Action Plan as summarised in Appendix A.

8 Statutory Officers comments

Finance

8.1 The report requests Cabinet to approve the recommendations as set out in Section 3 of this report.

8.2 TfL have allocated £1.793m for three LTN schemes, including for School Streets, cycle hangars, and transport modelling. The funding of the Bounds Green LTN, School Streets and bike hangers and crossings is set out in the table below:

Item for delivery	Estimated cost	Funding source	Funding status
Bounds Green LTN	£489k	£240k Tranche 2 DfT Funding + Highways capital	Fully funded
School Streets	£150k	£184k Tranche 3 TfL funding	Fully funded
Bike hangars	£36k	£24k Tranche 3 TfL Funding + Strategic CIL	Fully funded
Crossings	£70k	Strategic CIL	Fully funded

8.3 Where restrictions introduced by experimental traffic management orders are breached, the Council can enforce against such breaches (usually in the form of fixed penalty notices issued by enforcement cameras). The purpose of LTNs is not to generate income for the Council and all fines received and costs incurred will be used by the Council, in accordance with the requirements of Schedule 2 to the Local Authorities and Transport for London Act 2003.

Procurement

8.4 N/A

Legal

8.5 The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council's highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

8.6 Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty including, in particular, the stated action and which may involve the exercise of the stated power.

8.7 Section 6 of the Road Traffic Regulation Act 1984 ("RTRA") allows for the making of permanent traffic orders restricting or prohibiting use of a road or part of one by particular types of vehicles or pedestrians, referred to as traffic management orders ("TMO"); sections 9-10 provide for the making of experimental traffic orders ("ETMOs"), which may not last longer than 18 months and may be continued from time to time during the period of up to 18 months from the date the order first came into force.

8.8 When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable having regard to the matters specified in subsection (2) secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

8.9 The "matters specified" in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and (5) any other matters appearing to the …. local authority to be relevant"

8.10 Section 122 of the RTRA involves a balancing exercise that has involved the Council's officers having in mind the section 122(1) duty, having regard to

factors pointing in favour of imposing a restriction on that movement (as discussed in this report), balancing the various considerations and coming to the conclusion that the recommendations in this report represent the appropriate outcome .The factors which have pointed in favour of imposing a restriction on that movement have included the objective of reducing pollution and carbon emissions, improving health outcomes, reducing collisions and reclaiming neighbourhood streets for pedestrians.

8.11 The procedures that must be followed before making a traffic management order are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “1996 Regulations”). Under regulation 6, various bodies such as affected transport providers and the local fire brigade must be consulted.

8.12 There is no requirement to consult the general public before an ETMO is made like there is for a TMO, but where the ETMO may affect passage along any road the Council must consult such other organisations (if any) representing persons likely to be affected by any provision in the order as the order making authority thinks it appropriate to consult.

8.13 An ETMO must be genuinely experimental in nature - an operation designed to glean information about the workings of a scheme in practice.

8.14 Although there is no statutory requirement to consult the general public before making an ETMO to implement this LTN, the Council’s aspirations to make the Borough a healthier place to live, work and rest and safer for school children walking and cycling to school are dependent on community support and involvement, which engaging with people affected by these proposals will help achieve.

8.15 A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals.

8.16 From the information within this report it appears that the Council has informed every household and business in the relevant area(s) of the proposals regarding the LTN and given households/businesses [five] weeks within which to provide responses. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.

8.17 The exercise of the power contained in section 63 of the RTRA to provide parking places for securing bicycles and to restrict the use of part of a road so that bike hangars can be installed without prior notification or the need for a traffic order can be exercised by Cabinet in accordance with the Council's Constitution.

8.18 The exercise of the power contained in section 23 of the RTRA to provide pedestrian crossings without the need for a traffic order can be exercised by Cabinet in accordance with the Council's Constitution.

Equality

8.19 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.

8.20 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.

8.21 The proposed scheme has been assessed via a comprehensive Equalities Impact Assessment (Appendix M). A summary of the assessment is provided below:

Characteristic	**Assessment summary**
Age	Despite declines in active travel amongst children, walking is still the most frequent travel mode for young people in Haringey. Reducing motor traffic on minor roads particularly benefits younger people as they walk often and are more vulnerable to danger posed by motor vehicles on minor roads. In addition, perceptions of road danger have a significant impact on parental decision-making around how children travel but also their freedom to roam in general. Air pollution particularly impacts on children living in deprived areas. Research in boroughs who have introduced wide-spread measures to enable active travel including LTNs

	shows that significant increases in air quality can be expected. Various mitigations are noted in relation to young people as a result of feedback from public consultation including changes to the design of the LTN and School Streets and an exemption to the LTN for SEN transport vehicles. Whilst walking is the most frequently used mode of Londoner's aged 65 and over, it is recognised that distances people can walk or cycle tend to reduce in the later years of life. Walking trips are common for older people in London, however some may be dependent on motor vehicles for longer trips such as visits to healthcare providers. Schemes which change motor vehicle access could have a negative impact on this group such as increased journey times under peak flows. However, in the proposed LTN designs, all local amenities and homes do remain accessible by motor vehicle, although some rerouting may be required depending on origin or destination.
Disability	Disabled people are much more likely to be injured as a pedestrian than non-disabled people. LTNs create many more 'low road danger' streets and easier crossing which particularly benefits high risk groups like disabled people. Whilst the most frequent mode of travel reported by disabled Londoners is walking, it must be recognised that for some, travelling actively may pose a significant challenge. For people with mobility-related or visual impairments the quality and design of the built environment can have a considerable impact on both sense of freedom but also on mental health and wellbeing. Where disabled people rely on motor vehicles they may experience some variance in journey time following implementation of an LTN. There is potential for an increase in the short term with longer term impacts unknown. Mitigations are noted as a result of feedback from public consultation and engagement including changes to the location of a bike hangar and an exemption to the LTN for blue badge holders living in the LTN area and on the immediate boundary of it.
Sex	Women frequently travel as pedestrians so delivering a network of pedestrian-friendly, low traffic streets is expected to make walking more comfortable for women. In the longer term, enabling residents who drive to leave the car at home more often will also help to reduce the

	congestion on main routes, which impacts on bus journeys and as such will benefit women who tend to travel by bus more than men. Women are more likely to be primary carers for children and so it should be recognised that some may rely on motor vehicles to transport children regularly. In some cases these trips may require re-routing or experience some variance in journey time following implementation of an LTN. However, it is expected that more residents will choose alternative modes of transport over the long run, as has been observed in other LTNs across London, resulting in a reduction in congestion for the remainder of essential journeys.
Gender reassignment	Project unlikely to unduly impact people with these protected characteristics
Marriage and civil partnership	Project unlikely to unduly impact people with these protected characteristics
Religion or belief	Project unlikely to unduly impact people whose religion or beliefs are protected under the Equality Act.
Race	With a high proportion of Black, Asian and ethnically diverse London residents making sustainable journeys (walking and bus trips), the reductions in road danger and increased pedestrian priority associated with LTN projects will provide conditions that broadly benefit these groups. Black, Asian and ethnically diverse Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads. When we significantly increase the number of minor roads with infrequent motor vehicles movements it is likely to benefit these groups and lead to desirable changes in behaviour.
Sexual orientation	Project unlikely to unduly impact people with these protected characteristics
Pregnancy and maternity	Action to reduce motor vehicle reliance will help address motor traffic pollution and serve to better protect pregnant women and unborn children. It is recognised that some women may need to travel by motor vehicle more often later in pregnancy including by bus and the LTN may cause some variance in journey times in the short term. However, in the medium to longer term an expected reduction in traffic congestion will favour those who need to make essential trips by motor vehicle or bus.

8.22 Over the period in which the proposals for the LTN and complementary measures have been developed a variety of measures have been taken to ensure that the Public Sector Equality Duty has been met including an iterative EqIA. The Council has engaged extensively with stakeholders to ensure that the potential impacts of the emerging proposals on groups with protected characteristics are fully understood. Where potential negative impacts have been identified, steps have been taken to mitigate these and to ensure that as far as possible the proposals advance equality. Input of stakeholders fed into early design work and following further engagement and public consultation a range of changes have been made to the emerging proposals to address potential impacts including design changes in response to specific feedback as well as the development of various exemptions to the proposed LTN restrictions. As it is not possible to predict exactly what the impacts of the proposals will be it is proposed they are implemented as a trial. There will be comprehensive monitoring of the impacts to ensure that these are fully understood and there will be continuing engagement with residents and stakeholders for the same purpose. As the scheme is a trial there will be scope for the Council to deliver further mitigations if required to address any impacts on protected groups.

9 Appendices

Appendix A: Strategic context
Appendix B: Haringey Streetspace Plan
Appendix C: Bounds Green LTN funding bid
Appendix D: Bounds Green LTN Communications and Engagement Plan
Appendix E: Engagement Stage 1 Commonplace report
Appendix F: Written responses following Engagement Stage 1 online meetings
Appendix G: Engagement Stage 3 consultation leaflet
Appendix H: Engagement Stage 3 High Level Transport Assessment
Appendix I: Engagement Stage 3 Equality Impact Assessment
Appendix J: Consultation survey
Appendix K: Engagement Stage 3 Consultation Report
Appendix L: Petition for Bounds Green Area C
Appendix M: Plan of experimental LTN scheme and complementary measures proposed for implementation
Appendix N: Updated EQIA

10 Local Government (Access to Information) Act 1985

None

Strategic Context

The **Borough Plan**, adopted in 2018, sets out the Council's priorities for the borough. The Place Priory is 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. Specific objectives under the Place Priority include to:

- increase the levels of physical activity across the borough
- improve air quality, especially around schools
- reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
- provide safe and accessible roads, pavements and other public spaces for everyone, especially vulnerable users
- improve connectivity around the borough especially for pedestrians and cyclists

The Borough Plan places a significant focus on making Haringey a better and more equal borough with the objective to narrow the gap in outcomes for different residents and tackle the barriers that disproportionately affect the independence, health and wellbeing of some residents.

One thing which is central to the success and prosperity of the borough's residents and local businesses is Transport. Everyone, whether a bus passenger or a pedestrian, cyclist, motorcyclist, motorist, or rail user engages with Haringey's transport infrastructure every day. Making the best use of our existing assets and spending money wisely to improve sustainability, safety, ease of movement and usage is one of the important roles for the Council.

In 2018 the council adopted its first **Transport Strategy** which contains the vision: "to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all." This vision will be achieved through four outcomes:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- Active travel the default choice, with more people choosing to travel by walking or cycling
- An improved air quality and a reduction in carbon emissions from transport
- A well maintained road network that is less congested and safer

In March 2019, the 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. In 2021 the council adopted its **Climate**

Change Action Plan which sets out a roadmap for how the borough will become net zero-carbon by 2041. One of the six areas of focus identified in the Action Plan for reducing carbon emissions is transport. It notes that transport is the third largest source of emissions in the borough and contains an objective to reduce emissions related to road transportation by 50% by 2025, by growing public and active travel options, low-carbon transport options and infrastructure. It notes that private transport, in particular, is associated with poor air quality, noise, social isolation, and health issues within the borough.

In November 2019 the Council approved an **Air Quality Action Plan** outlining the actions the Council will take to improve air quality in the borough to 2024. It highlights that air pollution is a major issue with serious impacts on the health of the borough's communities. It notes air pollution is associated with several adverse health impacts including as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent areas. The Action Plan notes road transport is the main source of air pollution in London and seeks to incentivise a change to cleaner transport including walking and cycling.

In February 2021 the Council approved a Draft Walking and Cycling Plan (WCAP) for public consultation. This introduces a hierarchy of modes to help deliver Haringey's sustainable transport future. To make streets safer for walking and cycling in Haringey, the following modal priority is included:

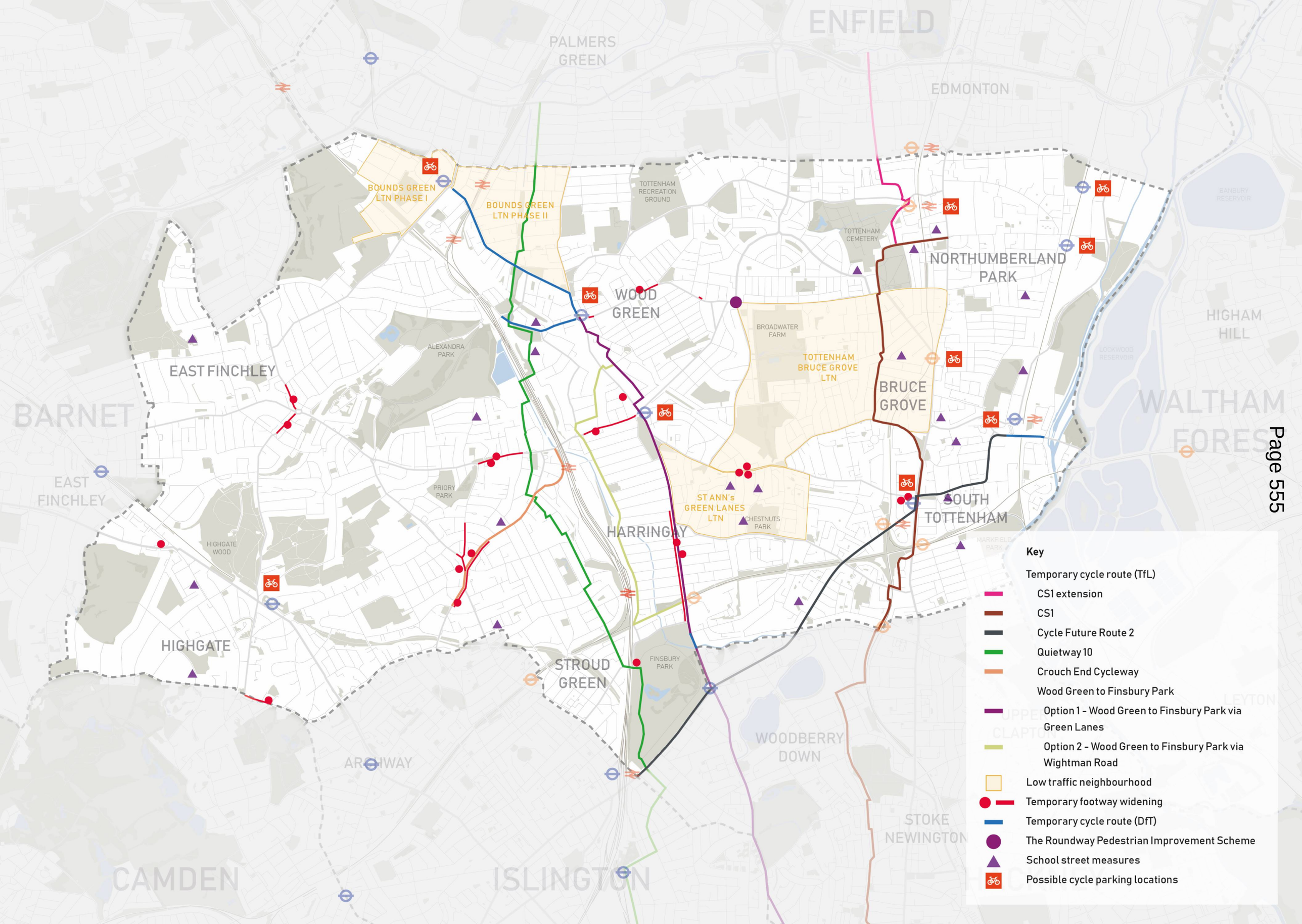
a) Pavement users
b) Cycling
c) Public Transport
d) Electric Vehicles
e) Motor Vehicles

The development of the draft WCAP came at an important moment as it coincided with the onset of the Covid-19 pandemic. Lockdown measures led to a dramatic shift in the way lots of residents use and look at Haringey's local street networks whilst the public transport system was unable to operate at full capacity.

The draft WCAP sets out a range of schemes that will form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices including School Streets and Low Traffic Neighbourhoods. In November 2020 the Council adopted a School Streets Plan setting out how it will deliver School Street schemes across the borough. A School Street is where the street outside of the entrance to a school is closed to motor vehicles

at the start and the end of the school day, creating safe public space for safer walking and cycling.

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ENFIELD
PALMERS GREEN
EDMONTON
BOUNDS GREEN LTN PHASE I
BOUNDS GREEN LTN PHASE II
TOTTENHAM RECREATION GROUND
TOTTENHAM CEMETERY
NORTHUMBERLAND PARK
WOOD GREEN
BROADWATER FARM
TOTTENHAM BRUCE GROVE LTN
BRUCE GROVE
ALEXANDRA PARK
EAST FINCHLEY
BARNET
HIGHAM HILL
BANBURY RESERVOIR
LOCKWOOD RESERVOIR
WALTHAM FOREST
EAST FINCHLEY
PRIORY PARK
HIGHGATE WOOD
ST ANN's GREEN LANES LTN
CHESTNUTS PARK
SOUTH TOTTENHAM
HARRINGAY
HIGHGATE
STROUD GREEN
FINSBURY PARK
WOODBERRY DOWN
ARCHWAY
STOKE NEWINGTON
CAMDEN
ISLINGTON
Key
Temporary cycle route (TfL)
CS1 extension
CS1
Cycle Future Route 2
Quietway 10
Crouch End Cycleway
Wood Green to Finsbury Park
Option 1 - Wood Green to Finsbury Park via Green Lanes
Option 2 - Wood Green to Finsbury Park via Wightman Road
Low traffic neighbourhood
Temporary footway widening
Temporary cycle route (DfT)
The Roundway Pedestrian Improvement Scheme
School street measures
Possible cycle parking locations

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INSTRUCTIONS ON HOW TO SUBMIT YOUR APPLICATION

The Streetspace for London Programme invites boroughs to submit applications to bid for funding. The funding is being made available to boroughs to deliver schemes in line with the DfT EATF letter.

This application form consists of:
Tab 1: Instructions on how to submit your application (this tab)
Tab 2: Guidance on the four scheme categories under the London Streetspace Program (checklists and links)
Tab 3: Applicant details
Tab 4: Proforma template for a scheme (copy to create other tabs for additional schemes in this bid) **Important note: If you apply for several schemes please fill one per tab per scheme by copying the *Proforma template* tab as necessary. For example if you apply for two School Streets (SS), you will have**
Tab 5: Other supporting details (seeking information on borough priorities, inter-scheme dependencies and other

Please fill in Parts 1, 2 and 3 in the proforma
Structure of the Proforma:
Part 1: **Introduction**: Information on Name of scheme, Category of scheme and Funding details
Part 2: **Location**: Seeking information on the location of the scheme in relation to the surrounding context. Instructions on how to submit a location map given below
Part 3: **Details:** Consideration of traffic impacts, inclusive design, monitoring and consultation

Please return the completed form to: LSPApplications@tfl.gov.uk

INSTRUCTIONS ON HOW TO PROVIDE A LOCATION MAP (for part 2 A&B of the proforma)

An important criteria we will use to assess your bid is the location chosen for the temporary scheme. Indicating clearly the **location within its context is key**
You can provide a location map for each scheme by attaching a PDF as an appendix to the proforma or by using the simple tools provided below to illustrate your scheme. Either way, it is important to: - Choose an appropriate zoom level / scale to show how your scheme fits into its surrounding context - Provide a key and annotations to explain your map

TOOLS FOR MAKING A LOCATION MAP IN EXCEL
Take a screenshot and paste **a location map** (from a source of your choice) showing the location of your scheme.
Make sure to **show only one scheme in the map** related to the category you apply for **(LTN/ SCR/ SS)**
Use the icons provided in the KEY below to indicate the scheme and other important features. The icons which are lines and shapes in the key below are **editable to suit your requirements.**
You can also make your own icons using 'INSERT => SHAPES' in the toolbar. Remember to **name your icons in the key** and **use the labels** to indicate nearby landmarks.
Don't forget to group the map, icons and labels in the end to avoid any errors. Please delete all the icons not applicable to your scheme.
Following the map, the proforma allows you to also describe the location and scheme in a few words

The map below is indicative only, and illustrates how you can use the icons and labels to submit a suitable location map for each scheme.



KEY (use/ edit these icons)	
	School (include name on map)
	Filters
	School Street
	Low traffic neighbourhood (LTN)
	Strategic Cycle route (use arrows to indicate direction)
	Stations
	Bus stop
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more

G1 : GUIDANCE FOR SCHOOL STREETS

School Streets Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities, are there other schools nearby, etc)
- Existing initiatives that your proposal could tie into
- Type of buildings and activities facing the street
- Type and size of school
- Space available for waiting outside the school gates
- Width and condition of paths / pavements / routes to the school's entrance (email LSPapplications@tfl.gov.uk for a bespoke map showing footway widths and schools in your borough)
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Traffic levels
- Alternative routes for traffic and buses
- Type of signage
- Consider using multifunctional objects that would have additional benefits (example planters) to signal the timed closures

Click here for TfL's GUIDANCE ON SCHOOL STREETS

G2 : GUIDANCE FOR TOWN CENTRES AND INTERCHANGES

Town Centres and Interchanges Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Opportunity to rationalise loading and parking to make space for pedestrians
- Sufficient space available for queuing and passing by outside shops on the highstreet and outside the stations
- Sufficient space available for waiting at bus stops and passing by
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Key pedestrian movement corridors and desire lines
- Identifying locations where temporary wayfinding may be necessary
- Consider using multifunctional objects that would have additional benefits to enforce changes where appropriate

Click here for TfL's GUIDANCE ON TOWN CENTRES AND INTERCHANGES

G3 : GUIDANCE FOR LOW TRAFFIC NEIGHBOURHOODS

Low Traffic Neighbourhoods Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Consider other schemes that may be within or adjacent your LTN such as SS, TC & SCR
- Opportunity to rationalise street parking to make space for pedestrians and cyclists
- Opportunity for carving out for places to sit, pocket parks and play areas, etc
- Enhancing the streets with temporary or semi-permanent greening and Sustainable Urban Drainage Systems (SUDS)
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Consider the requirements for servicing and emergency access
- Consider using multifunctional objects with additional benefits (bike stand / seating / planters) to

Click here for TfL's GUIDANCE ON LOW TRAFFIC NEIGHBOURHOODS

Click here for TfL's STRATEGIC NEIGHBOURHOODS ANALYSIS

G4 : GUIDANCE FOR STRATEGIC CYCLE ROUTES

Strategic Cycle Routes Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Interaction with other street uses (e.g. loading, parking, bus stops)
- Width and condition of footway / existing cycle routes
- Safety, directness, comfort, adaptability and attractiveness
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- At least 3m wide routes for comfortable two-way cycling
- Provision of sufficient cycle parking along the route

Click here for TfL's GUIDANCE ON ANALYSIS ON TEMPORARY STRATEGIC CYCLE

Click here for TfL's GUIDANCE ON ENABLING AND PROMOTING ACCESS TO PEDAL CYCLES

Click here for TfL's GUIDANCE ON CYCLE PARKING

Date	24/07/20
Name of Borough	*Haringey*
Officer Name	Neil Goldberg / Maurice Richards
Officer contact details	neil.goldberg@haringey.gov.uk / maurice.richards@haringey.gov.uk
Number of schemes in this bid	1

STREETSPACE FOR LONDON PROFORMA

PART 1: INTRODUCTION

Name of scheme	Bound Green LTN
What category does your scheme fall under? (pick from the drop down)	Low Traffic Neighbourhood (LTN)
If other, specify	
Is this scheme permanent or temporary?	Temporary scheme
Provide easting and northing coordinates for the locations to best represent the scheme. For Strategic Cycle Routes, identify the start and end points and for School Streets and LTNs identify the location of modal filters and temporary closures. Use this link to identify Easting and Northing coordinates: https://gridreferencefinder.com/	529615/191623
Amount of funding requested: Clearly describe costs for the individual scheme /location, with the breakdown (e.g. no grouping of design and PM fees for multiple LTNs).	
- Design and PM fees	£20,000.00
- Implementation costs	£90,000.00
- Monitoring costs	£10,000.00
Total	£120,000.00
Borough funding contribution (if applicable)	£0.00

PART 2: LOCATION

2A. Provide a location map of the scheme in relation to its surrounding context.

INSERT A LOCATION MAP WITHIN THIS BOX
OR
ATTACH A PDF AS AN APPENDIX TO YOU BID APPLICATION

Refer to the Instructions Tab for creating the location map for this box

KEY	
	School (include name on map)
	Filters
	School Street
	Low traffic neighbourhood
	Strategic Cycle Route (use arrows to indicate direction)
	Stations
	Bus stops
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more

USE THIS LABEL

2B. Describe the location of the temporary scheme. Provide road names, landmarks and any other detail

A map showing the location of the LTN is

PART 3: DETAILS

Summary of proposals and how this aligns with Streetspace for London objectives (max 300 words)

A Low Traffic Neighbourhood (LTN) for the Bounds Green area of the borough is proposed. This area of the borough suffers from significant problems of rat running, high levels of congestion and low air quality. Much of the traffic in this area is through traffic from the A406 north circular bypassing Bounds Green Road using Winton Avenue and Blake Road.
It is proposed to protect the area from the existing, and future, levels of motor traffic through the introduction of an LTN. The LTN will focus on measures to reduce the amount of non-local motor traffic that travels through the area by introducing temporary modal filters .
Enfield Council is implementing an LTN on the northern side of Bounds Green Road in Bowes Park Ward. This area of Enfield has a closer association with Haringey's highways network than the rest of Enfield. The Bowes Park area is south of the A406. We are therefore proposing to use our Bounds Green LTN to complement, and limit the impacts of, Enfield's scheme on Haringey roads and neighbourhoods. Enfield and Haringey have been working closely and constructively to design two neighbouring LTNs which support each borough's aims.
The proposals include:
• Modal filters at key locations to reduce the ability for non-local through traffic to permeate the area
• Rationalising two-way traffic flows into one-way streets to reduce traffic and movement in the LTN area
• Traffic reduction and bus priority to prioritise access for those walking, cycling, and using public transport
• Signage
A LTN in Bounds Green will provide many benefits but primarily dramatically reduce the amount of motor traffic on streets in the area. This will enable people who live in the area to walk and cycle safely in the area and allow children to travel more safely to school. The impact of the LTN scheme on active travel in the area would be significant. The proposals would enable local people to walk and cycle more and provide more space for social distancing whilst moving around the area.
Some journeys by car will be impacted by the proposals. However, all addresses will be accessible by motor vehicle for access of local residents, delivery vehicles and servicing. Local stakeholders will be involved in development of the scheme to ensure benefit realisation and resolution of any local issues in scheme implementation.

Constraints and opportunities

The LTN will reduce vehicle movements in residential areas, improve air quality and reduce the barriers to cycling. We will address any objections to modal filtering and parking loss through the designs. This scheme will complement the Enfield Bowes Park LTN, creating a larger LTN across borough boundaries.

Programme information and timelines:

Design start date : Summer 2020
Design end date : Winter 2020
Construction start date : Winter 2020
Construction end date : Winter/Spring 2020

Other information on the programme:

No further information

Impacts on traffic signals

It is not anticipated that there will be any impacts on traffic signals

Impacts to bus assets or operations

It is not anticipated that there will be any impact.

Impact on freight (servicing and delivery)

Any impacts will be minimised through discussions with local businesses during the design development and implementation

Connections to strategic cycle routes

Connected to the DfT emergency cycleway improvements on Bounds Green Road.

Known potential impacts on people with protected characteristics

The LTN will provide the opportunity for those who want to cycle and walk in an improved environment, providing spaces for exercise, improving mental health and positively impact on air quality by reducing car trips. This will have a positive impact on protected groups who may be less likely to have access to a car or more likely to be vulnerable to health conditions

Monitoring strategy

Pre-scheme Automatic Traffic Counts, post scheme proposed Automatic Traffic Counts and Pedestrian/Cycle counts

Details of any existing / planned community engagement / business engagement

The design will be based upon ideas generated by ward councillors, community groups, stakeholders and local residents. A Commonplace consultation was undertaken to help generate ideas for LTNs across the whole of Haringey. Further engagement using the Experimental Traffic Order process and discussions with stakeholders, businesses and residents during the design development and implementation. Haringey will continue its engagement and joint working with Enfield Council.

Evidence of political support

Prior to submitting this bid, the Cabinet Members supported the proposal for an LTN in this area.

Thank you for completing the Streetspace for London Proforma

Borough Priorities
LTNs are supported in Haringey's adopted Transport Strategy as a means to reduce rat running, improving air quality and enable people to walk, cycle and use public transport.

Interdependencies with other ongoing/planned schemes
None

Any further supporting details
A map showing the LTN area is attached.

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Bounds Green Low Traffic Neighbourhood Project
Communications and Engagement Plan

1. Communications and Engagement Plan

1.1 Aim

The aim of this plan is to outline the communications and engagement strategy for the Haringey Low Traffic Neighbourhood programme, including the management of communications with stakeholders and planned engagement activities.

1.2 Objectives

The overarching objective is to provide informative, relevant and engaging information to stakeholders through a variety of communication and engagement methods including the vision and benefits of the project as a whole and our programme of activities.

1. To list and prioritise stakeholders within the key audiences and user groups to be identified by Haringey Council.

2. To ensure stakeholders are kept informed and are invited to relevant planned engagement activities, both online and on-site.

4. To inform and engage the wider public about the Haringey LTN proposals, and get their feedback via the Commonplace map and survey, and a series of engagement activities, ensuring a two way flow of information.

5. To establish clear communication pathways with Haringey Council, necessary for partnership working.

1.3 The Benefits of Stakeholder and Community Engagement

Undertaking effective engagement with stakeholders will allow us to:

- Develop a design that is, at least in part, shaped and developed by local communities and stakeholders.

- Gain advocates for the scheme.

- Ensure the programme is understood by stakeholders and residents.

- Highlight potential disruption so that positive relationships are maintained.

- Provide feedback from stakeholders on the project design.
- Help ensure the reputation of Haringey Council is safeguarded.
- Manage the expectations of stakeholders throughout the programme.
- Utilise the networks of stakeholders to reach wider audiences.
- Strengthen existing stakeholder relationships and facilitate new relationships, which can benefit all organisations after the project

2. Roles and Responsibilities

2.1 Key Personnel

The key personnel with roles and responsibilities or closely related to this stakeholder plan are outlined below.

TITLE	ORGANISATION	NAME	CONTACT DETAILS	ROLE
Project Manager (PM)	Haringey Council	Neil Goldberg	Neil.goldberg@haringey.gov.uk	Overall responsibility for all strategic communications and updates regarding the scheme in general, and identifying key audiences. Initial sign off of stakeholder list and engagement plan.
Project Sponsor (PS)	Haringey Council	Maurice Richards & Simi Shah	Maurice.richards@haringey.gov.uk Simi.Shah@haringey.gov.uk	Overseeing and revising initial drafts of strategic communication, information

				and reports made by PM
Project Coordinator	Sustrans	James Taylor	James.Taylor@sustrans.org.uk	Overseeing Sustrans engagement, design and monitoring throughout the project.
Collaborative Design Senior Project Officer	Sustrans	Ami Udeshi	Ami.Udeshi@sustrans.org.uk	Project lead for engagement.
Collaborative Design Project Officer	Sustrans	Irene Tortajada	irene.tortajada@sustrans.org.uk	Support engagement.
Head of Built Environment	Sustrans	Giulio Ferrini	giulio.ferrini@sustrans.org.uk	Lead on Design.
Engineer	Sustrans	Zeina Hawa	zeina.hawa@sustrans.org.uk	Deliver Design.
Senior Evaluation Officer	Sustrans	Will Wright	Will.Wright@sustrans.org.uk	Lead on Research and Monitoring.

3 Communication and Engagement Process

3.1 Project Delivery Communications and Strategic Communications

- Sustrans and Haringey Council will meet weekly, at least in the initial stages, to discuss engagement and comms**.** A standing agenda item will be a review of enquiries, issues and upcoming activities.

- **A single point of contact** from Haringey Council to be updated and provide sign-offs about the engagement side of things is needed in order to ensure an easy flow of communication and enable partnership working (Neil and Dorota for now)

- Sustrans takes responsibility and ownership for the planning and delivery of **Project Delivery Communications** (communications relating to the engagement activities and online engagement proposed)

- This means Sustrans will own a separate stakeholder list, and is to **have the autonomy** to contact stakeholders in this list regarding engagement activities, provided an initial approval of the engagement plan and stakeholder list by Haringey Council.

- Haringey Council is to lead and have ownership of **Strategic Communications** regarding the scheme. This includes updates about the scheme in general, key messages, FAQs about the scheme, implementation notices, press around the scheme, etc. These high level strategic comms are to be shaped and delivered by Haringey Council with input and support from Sustrans as required.

- Haringey Council to help define key audiences and own the **Equalities Impact Assessment** exercise that we propose in order to identify how groups with protected characteristics will be impacted by the scheme and how they are to be involved.

4. Strategic Communications Plan

To be completed by Haringey with Sustrans support:

- Websites that will be used to communicate about the scheme.

- Commonplace plan - what information will be on it, how regularly it will be updated, how it will be managed.

- Your list of stakeholders and what communications are you planning for them, which method and timeline.

- Email inboxes, phone numbers and how they will be managed, how often they'll be checked etc.
- Mail-outs that will inform the general public or specific stakeholders about the scheme.
- Implementation notices and how they will be managed.
- FAQs document.
- Key messages document.
- Use of social media (i.e. Twitter, Facebook).

3.2 Engagement Activities

Sustrans have been commissioned to deliver a range of stakeholder, cabinet member and councillor briefings, online drop-ins and communications across the Haringey LTN areas. The aim of these engagement activities will be to inform people living, working and travelling through the area about the proposals, and invite their comments and feedback. The activities below will be designed to reach as wide an audience as possible, and will include particular efforts to reach user groups that tend to be excluded from consultations, to be identified by Haringey Council. The events will utilise tools such as information boards, online workshops, and creative/interactive engagement methods such as an on-street post box. Below is the engagement plan for Haringey.

We will provide costs for the additional activities suggested.

Inception January / February 2021

Online Councillor Briefings x2

Owner: Haringey Council

Online meeting with relevant ward Councillors to inform them of the scheme and the engagement process and gather their feedback. Sustrans to provide tailored Councillor briefing notes if required.

Cabinet member briefing x1

Owner: Haringey Council

Online meeting with relevant Cabinet members to inform them of the scheme and the engagement process and gather their feedback.Sustrans to produce briefing notes if required.

Tailored FAQs

Owner: Haringey Council with Sustrans support

Strategic Comms

Owner: Haringey Council with Sustrans support

Sustrans to provide support as required with strategic communications about the LTN (social media, press releases, etc.)

Pre-engagement February/ March 2021

Mail-out to residents

Owner: Haringey Council with Sustrans support if required

Initial mail-out to inform residents of the LTN scheme and upcoming co-design process, and invite them to initial Public Meeting and Q&A

Public Meeting and Q&A

Owner: Haringey Council with support from Sustrans

Online drop-in for residents to ask general questions about the scheme and the engagement process. Sustrans have supported and produced Q&A write-ups

Comms Equality Impact Assessment

Owner: Sustrans with support from Haringey Council

Identify potential impacts of the scheme and the engagement process on groups with protected characteristics and plan for their inclusion and to minimise negative impacts

Here is the first draft, awaiting feedback from Haringey:
https://docs.google.com/document/d/14-WjcOUGrfhlEOi8Vg1Zv0wkd-Xrf_eg3lj9TJgUkrU/edit

Stakeholder listing and mapping

Owner: Sustrans with support from Haringey Council

List and prioritise stakeholders to involve, based on the key audiences and user groups identified. See the list produced by Sustrans in section 5.

Promotional materials - Posters

Owner: Haringey Council with support from Sustrans

Help produce on-street posters promoting the initial Public Meeting and Q&A

Engagement with residents April and May 2021

Strategic comms support

Owner: Haringey Council with support from Sustrans

Sustrans to support with creating social media content, press release write ups, posters and any other engagement materials, as needed.

Mailout to residents

Owner: Haringey Council with support from Sustrans

Informing residents of Engagement phase, feedback gathered in the Pre-engagement phase, community board and post box installation, and inviting them to general meetings.

Email to groups representing those with protected characteristics and those whose voices are heard less often, as identified in comms EqIA

Owner: Sustrans with support from Haringey Council

Asking for their feedback and also inviting them to the General Meetings.

Councillor Briefing

Owner: Haringey Council with Sustrans support

Sustrans to support with facilitation and producing briefing notes and any follow up documents.

Enfield and Haringey General Meeting x2

Owner: Sustrans with support from Haringey Council

Details of its structure and content below.

Meeting with stakeholders

Owner: Sustrans with support from Haringey Council

Local faith groups, schools, nurseries, grassroot groups. Present designs and ask for their feedback.

Meeting with disability access groups

Owner: Sustrans with support from Haringey Council

About all the Haringey LTNs, to identify key accessibility issues.

- Ensure tailored, accessible ways for people with different disabilities to contribute, according to their advice. This might involve calls and adapting engagement materials, on top of the workshop
- Organise a walkabout of the LTN once it is installed

Meeting with Emergency Services

Owner: Haringey Council with support from Sustrans

Meeting to identify any impact on Emergency Services.

Consultation phase June 2021

Third letter drop to the residents (notification of scheme implementation and phasing)

Owner: Haringey Council with support from Sustrans if required

Face to face business engagement and online survey

Owner: Sustrans with support from Haringey Council

Pre-LTN implementation Business Surveys

Owner: Sustrans with support from Haringey Council

Include business walk-about as part of this - asking for feedback in person.

Workshop with schools and young people

Owner: Sustrans with support from Haringey Council

- If restrictions allow and we have capacity, organise a an **in-school workshop**

Councillor Briefing

Owner: Haringey Council with Sustrans support

Sustrans to support with facilitation and producing briefing notes and any follow up documents.

Community Board - Updated

Owner: Sustrans

Sustrans to update Community Board with design being consulted on

On-street posters

Owner: Sustrans with support from Haringey Council

Production of posters promoting consultation phase

Implementation phase July and August 2021

Post-implementation business survey

Owner: Sustrans with support from Haringey Council

Fourth letter drop to the residents (notification of scheme implementation and phasing)

Owner: Haringey Council with support from Sustrans if required

3.3 Timeline of engagement activities

Activity	Start date	Owner

Mail-out to residents	05/02/2021	Haringey Council
Tailored FAQs	w/c 25/01/2021	Haringey Council
Online Councillor Briefings x2	Feb	Haringey Council
Pre-engagement		
Comms Equality Impact Assessment	March 2021	Sustrans
Stakeholder listing and mapping	March 2021	Sustrans
Public Meeting and Q&A	February 2021	Haringey Council
Support for strategic communications	Throughout	Haringey Council
Engagement with residents		
Second letter drop to residents	April 2021	Haringey
On street posters	May 2021	Sustrans
Councillor briefing	April 2021	Haringey
Email to other groups as identified in comms EqIA	April 2021	Sustrans

Email or letter to businesses inviting them to general meetings	April 2021	Sustrans
Meeting with Emergency Services	28th April 2021	Haringey
Enfield and Haringey Public Meeting x2	18th and 20th May 2021	Sustrans
Meeting with stakeholders	11th May 2021	Sustrans
Meeting with disability access groups	13th May 2021	Sustrans
Consultation Phase		
Third letter drop (design consultation)	June 2021	Haringey
Councillor Briefing	June 2021	Haringey
Pre-LTN implementation Business Surveys	June 2021	Sustrans
On-street posters	June 2021	Sustrans
Workshop with schools and young people	June 2021	Sustrans
Community Board - Updated	June 2021	Sustrans

Design Equality Impact Assessment	June 2021	Sustrans
Implementation		
Fourth letter drop (6 months review)	July 2021	Haringey Council
Post-implementation business survey	July 2021	Sustrans

3.4. Public meeting structure (Engagement Phase)

- **Facilitators needed:** 4 - 10, depending on attendee numbers (min. 1 facilitator for every 7 people)
- **Duration:** 1h 30 min
- **Platforms used:** ZOOM and Miro Board
- Cap number for each area?
- **Potential workshop dates and times**
    - **Haringey and Enfield x2** 18th and 20th May, 6pm - 7:45pm

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1. **Welcome everyone - Cabinet Member from Haringey**

   Explain the format for the evening, etiquette, including when and how people can speak (e.g. attendees can speak in breakout rooms only but can use the chat function throughout) **10 mins**

2. **Introduction** - **Sustrans**

   Sustrans will introduce their team and their role in the project **3 mins**

3. **Project Overview and pre-engagement feedback summary - Sustrans**

   Sustrans will introduce the project including background and wider policy context, and will summarise feedback gathered in the pre-engagement phase **12 mins**

   - Broad overview of project and what we have done so far - recap why this is happening

   - **Cover workshop objectives:**

1. Share information about the types of interventions being considered. We will presenting the three different design options based on the Commonplace / looking at Enfield LTN options and want to get an understanding from people about what their preferred option is and any issues that they may foresee arising in terms of local travel.
2. Generate informed debate about the different options available
3. Understand and gather info about preferences for different options (this will include different filter plan options.

4. RMU Executive Summary and Design options

Sustrans (Design Team) **10 mins**

- Sustrans will share the main highlights from the Commonplace.
- Sustrans will then go through the three design options and talk through the rationale for each one.

5. Activity 1 breakout - Sustrans and Haringey Sustrans introduce the first activity and put attendees into breakout rooms - divide by area. Assign Sustrans and borough officers to breakout rooms to facilitate (**5 mins to intro the activity)**

- Each room facilitator goes over filter options briefly to remind people what they are. Then begin a discussion about how people feel the different options would work for them. People can speak or put comments in the chat**. 15 mins**
- At the end of the breakout session the facilitators of each room will feedback the main points to the whole group **10 mins**

30 mins total

6. **Activity 2 breakout - Sustrans and Haringey** Sustrans put attendees into breakout rooms - divide by area (same groups as Activity 1). Assign Sustrans and borough officers to breakout rooms to facilitate. Continue to discuss options, focussing on design areas which had not been discussed. People can speak or put comments in the chat **20 mins**
    - At the end of the breakout session the facilitators of each room will feedback the main points to the whole group **10 mins**

30 mins total

7. **Next steps - Sustrans and Haringey** Inform attendees of next steps e.g. consultation etc. and explain how the workshop will be used to feed into designs.

10 mins

7.

4. Stakeholder Management & Messaging

4.1 Identifying and managing stakeholders

Identifying and managing stakeholders is key to success of the communication and engagement activities undertaken. Sustrans has produced their own stakeholder list (see below) in the “Pre-engagement phase” of the project. This list is based on an initial Equality Impact Assessment that has been produced by Sustrans. The stakeholder list will be continuously updated.

4.2 Key messages and branding

Haringey Council to identify and produce the key messages and branding for the project including:

- Branding guidelines for promotional and comms materials. For promotional materials regarding engagement activities, Sustrans branding can be used if preferred by the Council.
- Clarify which logos are to be included in all promotional and comms materials
- Key messages document outlining the vision, benefits and reasoning behind the scheme, aligning them with overall goals and aims that Haringey Council is committed to, to be produced by the Council with the support of Sustrans as required.

5. Stakeholder List

EqIA STAKEHOLDER LIST

Characteristic	Group name	Website	Contact	Postcode
Age	Haringey Over 50s	https://ho50s.org.uk/doc-3/	advice@independentage.org	EN1 1TG
	Bounds Green School	https://boundsgreenschool.co.uk/	Will Wawn – Headteacher – head@boundsgreen.haringey.sch.uk	N11 2QG
	Alexandra Park School	http://www.alexandrapark.school	office@alexandrapark.school	N11 2AZ
	Ashmole Academy	http://www.ashmoleacademy.org	office@ashmoleacademy.org	N14 5RJ
	Belmont Junior	http://www.belmontjunior.org	office@belmontjnr.haringey.sch.uk	N22 6RA

	Coldfall Haringey	http://www.coldfall.haringey.sch.uk/	office@coldfall.haringey.sch.uk	N10 1HS
	Coppetts Wood Primary	http://www.coppettswoodprimary.org.uk/	office@coppettswood.barnetmail.net	N10 1JS
	Fortismere school	http://www.fortismere.haringey.sch.uk	office@fortismere.org.uk	N10 1NS
	Harris Primary Philip Lane	http://www.harisprimaryphiliplane.org.uk	info@harrisprimaryphiliplane.org.uk	N15 4AB
	Age UK Enfield	https://london.cylex-uk.co.uk/company/age-uk-haringey---wood-green-i-a-outreach-23728950.html	admin@ageukenfield.org.uk	N22 6XD
	The Fer View Care Home	https://www.carehome.co.uk/carehome.cfm/searchazref/10001010FERB	020 8881 4602	N11 2ED
	Noble Lodge Residential Care Home	https://www.cqc.org.uk/location/1-117269466/contact	020 8245 7560	N11 2ED
	North London University of the Third Age	https://haricare.haringey.gov.uk/adults/cat/vendor/214	info@nlu3a.org.uk	
Disability	Disability Action Haringey	https://www.inclusionlondon.org.uk/directory/listing/disability-action-haringey/	disabilityactionharingey@gmail.com	N22 5RP
	Haringey Learning Disabilities Centre	https://www.whittington.nhs.uk/default.asp?c=20404		
	Haringey Autism	http://haringeyautism.port5.c	HLDP@haringey.gov.uk	N22 8HQ

		om/parentspack/chapter8.htm		
	The Alzheimer's society Enfield	http://n21online.com/business-directory/item/the-al.html	enfield@alzheimers.org.uk	N21 1RJ,
	Enfield Disability Action	http://n21online.com/business-directory/item/enfield-disability-action.html	eda@e-d-a.org.uk	N9 0PZ
	Enfield Vision	http://n21online.com/business-directory/item/enfield-vision.html	info@enfieldvision.org.uk	EN3 4DW
	Markfield Together for Inclusion	https://markfield.org.uk/sendiass-2/	familyadmin@markfield.org.uk	N15 4RB
	Jackson Lane	https://haricare.haringey.gov.uk/adults/cat/vendor/379	admin@jacksonslane.org.uk	N6 5AA
	Mind Haringey	https://haricare.haringey.gov.uk/adults/cat/vendor/363	admin@mih.org.uk	N4 3QF
	HAIL's autism club	https://haricare.haringey.gov.uk/adults/cat/product/920	admin@hailltd.org	N15 4RY
	JDA - deaf and hard of hearing	https://haricare.haringey.gov.uk/adults/cat/vendor/385	mail@jdeaf.org.uk	N12 8RP
	Venture Club for the Blind and Partially Sighted	https://haricare.haringey.gov.uk/adults/cat/product/809	Library.Service@haringey.gov.uk	N15 5PU
Ethnicity	Turkish Cypriot Community Centre	http://www.tcca.org/	info@tcca.org	N8 0SD
	Haringey Chinese Centre	http://www.haringeychinesec	haringeychinesecentre@outlook.com	N15 3LH

		entre.org.uk/		
	Turkish Cypriot's Womens Project	https://haricare.haringey.gov.uk/adults/cat/vendor/755	info@tcwp.org.uk	N8 0NP
	Haringey Irish Centre	https://haricare.haringey.gov.uk/adults/cat/vendor/864	info@haringey-irish.com	N17 8DX
	African Caribbean Leadership Company	https://haricare.haringey.gov.uk/adults/cat/vendor/2641	info@aclc.org.uk	N8 0DJ
	Community development association for minority communities	https://haricare.haringey.gov.uk/adults/cat/vendor/320	communityassociation@hotmail.com	N17 8AQ
	Asian Centre	https://www.haringey.gov.uk/locations/asian-centre	info@asiancentre.co.uk	N22 6TB
Gender	Middle Eastern Women Society and Organisation	https://haricare.haringey.gov.uk/adults/cat/vendor/266	office@mewso.org	N7 7DT
	Haringey Women's Forum	http://www.hwfonline.org.uk/	info@hwfonline.org.uk	N8 8AE
	Turkish Cypriot's Womens Project	https://haricare.haringey.gov.uk/adults/cat/vendor/755	info@tcwp.org.uk	N8 0NP
	Greek Cypriot Women's Organisation	https://www.facebook.com/gcworg/	GREEKCYPRIOTWOMENSORG@GMAIL.COM	N8 0NA
	IMECE Women's Centre	https://imece.org.uk/about-us/	info@imece.org.uk	N1 4RX
Gender reassignment	Wise Thoughts	https://wisethoughts.org/	info@wisethoughts.org	N22 6XD
	Haringey LGBT Forum	https://lgbthistoryuk.org/wiki/Haringey_LGBT_Network	info@wisethoughts.org	N22 6XD
Pregnancy / maternity	Gingerbread Haringey	https://fisd.haringey.gov.uk/families/cat/vendor/529	info@gingerbread.org.uk	NW5 2LX

	Haringey Families	https://www.singleparents.org.uk/organisation/haringey-families	membership@haringeyfamilies.co.uk	N4 4PH
	Co-op Childcare Bounds Green	https://www.littlepioneers.coop/find-your-nursery/bounds_green_nursery/?utm_source=gsearch&utm_medium=maps&utm_campaign=local	info@littlepioneers.coop	N22 7EU
Religion / belief	London Islamic Cultural Society	https://www.bggp.co.uk/london-islamic-cultural-society-group/	bibifamily@btinternet.com	N8 0NA
	St James Musswell Hill	https://st-james.org.uk/	churchoffice@st-james.org.uk	N10 3DB
	Musswell Hill Synagogue	https://haricare.haringey.gov.uk/adults/cat/vendor/3103	office@muswellhillsynagogue.org.uk	N10 1ND
	The Salvation Army Haringey	https://haricare.haringey.gov.uk/adults/cat/vendor/14	paula.knight@salvationarmy.org.uk	N22 6JA
	Caris Haringey	https://www.carisharingey.org.uk/	info@carisharingey.org.uk	N15 4HJ
Sexual orientation	Wise Thoughts	https://wisethoughts.org/	info@wisethoughts.org	N22 6XD
	Haringey LGBT Forum	https://lgbthistoryuk.org/wiki/Haringey_LGBT_Network	info@wisethoughts.org	N22 6XD
Other marginalised groups	All people all places	https://www.allpeopleallplaces.org/	info@allpeopleallplaces.org	N8 7EL
	North London action for the homeless	https://www.nlah.org.uk/	nlah_uk@nlah.org.uk	N16 7UE
	The Community Hub	https://haricare.haringey.gov.uk/adults/cat/vendor/3224	office@thecommunityhub.org.uk	N11 2QH

	The Bridge Renewal Trust	https://haricare.haringey.gov.uk/adults/cat/vendor/2669	admin@bridgerenewaltrust.org.uk	N15 5AZ
	Bounds Green Foodbank	https://www.boundsgreenfoodbank.org/about-us	boundsgreenmutualaid@gmail.com	N22 8HE
	Bounds Green Mutual Aid	http://fgbg.org.uk/groups/	boundsgreenmutualaid@gmail.com	
	Carers First Haringey	https://www.carersfirst.org.uk/haringey	hello@carersfirst.org.uk	

GENERAL STAKEHOLDER LIST

Community	Bowes and Bounds Green connected	http://www.bowesandbounds.org/group/steeringgroup	admin@bowesandbounds.org	
	Bowes Park Community Association	http://fgbg.org.uk/groups/	info@bowespark.org.uk	
	Three Avenue's Residents' Association	http://fgbg.org.uk/groups/	jjsbeazley@yahoo.co.uk	
	Friends of the Green Bounds Green	http://fgbg.org.uk/about/	friendsofthegreenboundsgreen@gmail.com	
	Bounds Green Window Show	https://www.boundsgreenwindowshow.com/about	boundsgreenwindowshow@gmail.com	
Environment	Friends of Springfield Community Park Nature Area	https://www.springfield-community-park-nature-area.com/	n11.springfield.communitypark@gmail.com	
	Waste Not Bounds Green	https://www.wastenot.info/about	hello@wastenot.info	
	Bounds Green North Community	https://www.facebook.com/groups/bgnorthcomm/		
	Alexandra Low Traffic Group	https://alexandraparkneighbours.org.uk/local-groups/alexandra-low-traffic-	aparklowtrafficgroup@gmail.com	

		group		
	Haringey Living Streets	https://alexandraparkneighbours.org.uk/local-groups/alexandra-low-traffic-group	haringeygroup@livingstreets.org.uk	
	Haringey Cycling Campaign	http://www.haringeycyclists.org/	haringeycyclists@gmail.com	

Timeline of activities

PRE-ENGAGEMENT	wc 12/04	wc 19/04	wc 26/04	wc 03/05	wc 10/05	wc 17/05	wc 24/05	wc 31/05	wc 07/06
Finalise engagement plan with Haringey	wc 12/04								
Sustrans develop engagement maps			wc 26/04						
ENGAGEMENT WITH RESIDENTS									

Draft mailout to residents	wc 12/04								
Mailout to residents advertising online workshops **(purdah ends 07/05)**				**On 07/05**	wc 10/05				
Email to community groups in EqIA stakeholder list				On 07/05					
Online workshops with residents (X2 evening sessions)						wc 17/05			
Workshop for schools (X2 - 1 during a weekday for children, 1 during a weekend for parents)					wc 10/05				
Online workshop with local disability group (X1 day session)						wc 17/05			
Online stakeholder workshop						wc 17/05			
Install community post box and engagement board *(in for 3 weeks for people to post feedback)*					wc 10/05	wc 17/05	wc 24/05		

ENGAGEMENT WITH STAKEHOLDERS									
Develop business survey		wc 19/04	wc 26/04						
Online workshops with Councillors (X2)					wc 10/05				
Face to face business engagement with survey							wc 24/05	wc 31/05	
Online workshops with stakeholders (X2)							wc 24/05	wc 31/05	
REPORTING									

Haringey Bounds Green LTN

Commonplace Engagement Results

May 2021

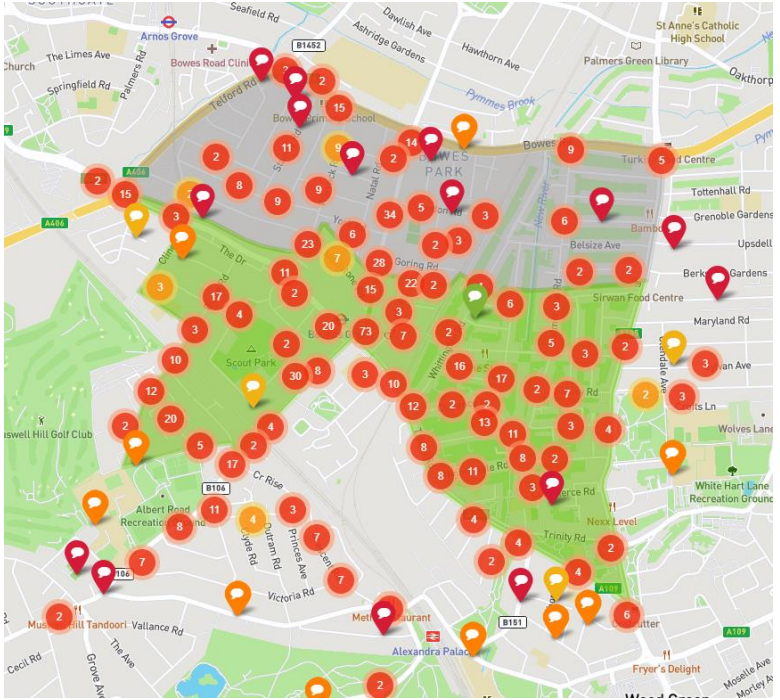


Image: Commonplace

Document details	
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Compiled by Sustrans' Research and Monitoring Unit for LB Haringey, May 2021.

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Executive Summary

As part of the community engagement for the Bounds Green Low Traffic Neighbourhood (LTN), Haringey Council carried out a Commonplace survey from 4th February 2021 to 7th March 2021 to understand people's views on the issues in the area, how they would like to see the area changed, and to feed into the implementation of the project.



There was a total of 802 confirmed responses to the survey with 3,916 agreements. Within the Bounds Green LTN area, there was a total of 460 comments with 2,058 agreements.



1,484 people visited the site. There were 649 confirmed respondents who left comments or agreements



The most common issue raised by respondents was 'Air Quality Concerns' accounting for 53% of all comments and agreements, followed by 'Traffic Congestion' and 'Traffic Volumes.'



The most common suggested improvements from respondents was "Reduce Traffic Volumes" accounting for 38% of all comments and agreements, followed by "Measures to Improve Air Quality" and "Reduce Traffic Speeds."



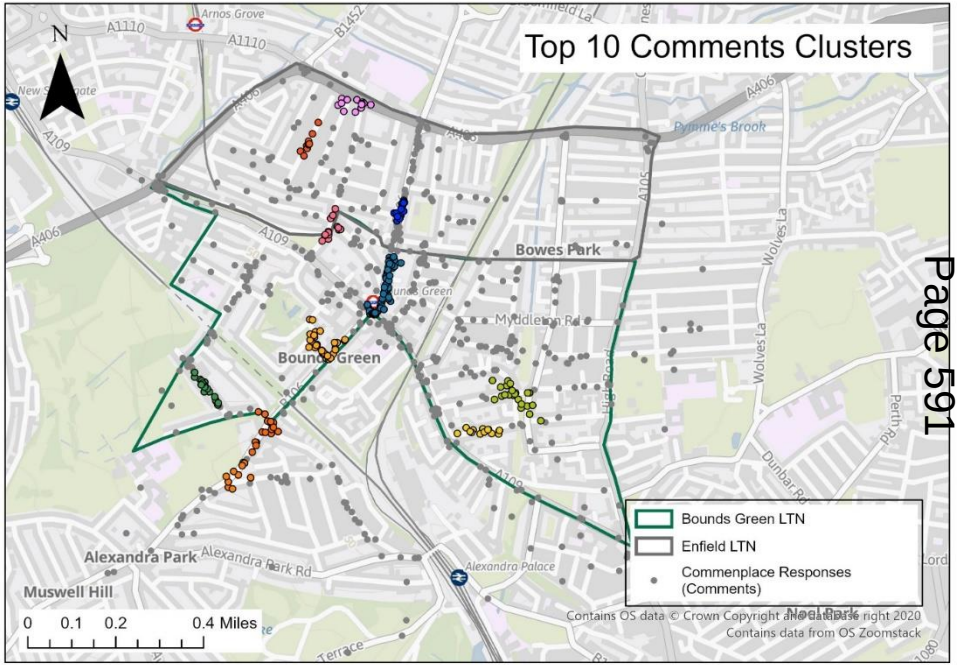
The principal comment hotspot was on Brownlow Road, followed by Woodfield Way, Winton Avenue, and Clarence Road/Truro Road/Finsbury Gardens.



Open text comments gave further insight into respondent issues and suggested improvements, including perceptions on the concerns/support of the scheme.

Executive Summary

Top 5 Comment Cluster Hotspots	Key issues raised (comments + agreements)	Key solutions suggested
1. Brownlow Road/Bounds Green Station	1. Air quality (248) 2. Traffic congestion/volume (231) 3. Walking safety concerns (173) 4. Cut through/speeding traffic (129) 5. Traffic safety concerns (126)	1. Improve air quality (161) 2. Reduce traffic volume (145) 3. Reduce speeding/enforcement (70) 4. Remove banned turns (36)
2. Brownlow Road/York Road Junction	1. Air quality (125) 2. Traffic congestion/volume 3. Traffic safety concerns (70)	1. Improve air quality (76) 2. Reduce speeding/enforcement (64) 3. Remove banned turns (28) 4. More cycling infrastructure (10)
3. Woodfield Way/Gordon Road/ Durnsford Road junction	1. Cut through/speeding traffic (110)	1. Reduce traffic volume (82) 2. Reduce speeding/enforcement (47)
4. Winton Avenue	1. Cut through/speeding traffic (173) 2. Traffic congestion/volume (103) 3. Traffic safety concerns (75)	1. Reduce traffic volume (175) 2. More cycling infrastructure (11)
5. Clarence Road/Truro Road/Finsbury Gardens junction	1. Air quality (145) 2. Cut through/speeding traffic (127) 3. Traffic congestion/volume (92) 4. Walking safety concerns (55)	1. Reduce traffic volume (102) 2. Reduce speeding/enforcement (67) 3. Improve air quality (49)



Introduction

Haringey Council have been allocated funding from Transport for London (TfL) to further engage with residents and to develop the designs for a LTN in Bounds Green. The Council's early engagement with residents and businesses was started through an online Commonplace survey, to hear from those living and working in and near the area.

This report summarises the findings from the Commonplace platform which was open between 4th February - 7th March 2021.

Visitors to the Commonplace website were able to create their own comments at a specific location, or agree with existing comments by clicking on the "thumbs up" button. For each comment, respondents were asked to choose which issue(s) and improvement(s) they were referring to at that location, from a multiple choice list. They could also add extra information about issues, improvements or suggestions in the open text sections.

This report includes the headline results of the Commonplace survey for the Bounds Green LTN, summarising the key issues and improvements that respondents identified in the area.

All data from the Commonplace map is available at: https://boundsgreenltnmap.commonplace.is/comments

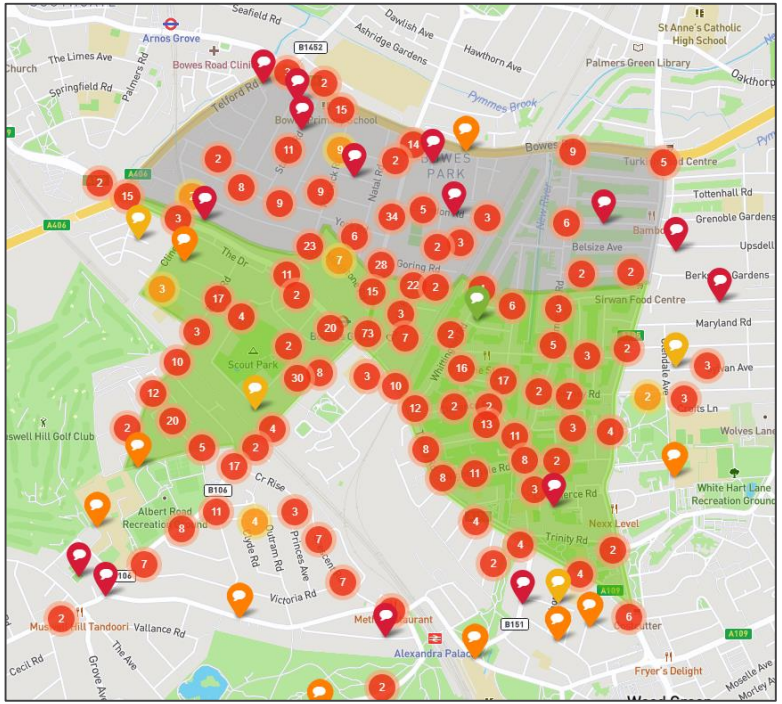


Image: Commonplace

Part I: Area Overview

Bounds Green LTN - Overview

Total Comments: 802 (+ 3,916 agreements)

Comments within Bounds Green LTN: 460 (+ 2,058 agreements)

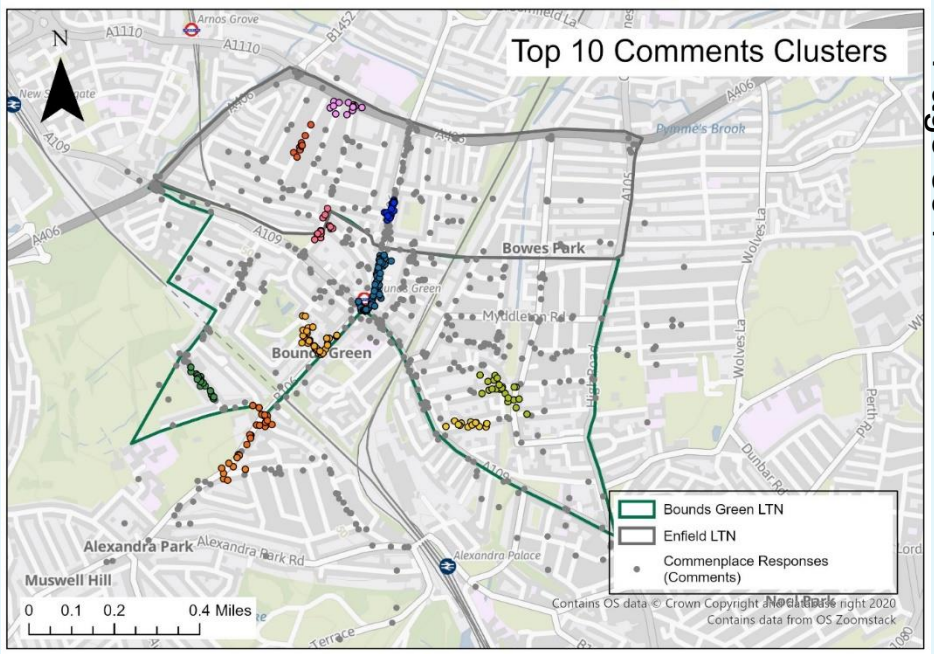
Respondents: 649

Top 5 Area Hotspots:

1. **Brownlow Road/Bounds Green Station:**
   (372 comments + agreements)
2. **Brownlow Road/York Road Junction:**
   (207 comments + agreements)
3. **Woodfield Way/Gordon Road/ Durnsford Road junction:**
   (193 comments + agreements)
4. **Winton Avenue:**
   (147 comments + agreements)
5. **Clarence Road/Truro Road/Finsbury Gardens junction:**
   (127 comments + agreements)

Most agreed with comment:

"The problem is far too complex for such a simplistic tick box solution. It is not a problem that can be solved with pick and mix choices. The solution needs to encompass a far larger areas including focusing on where the traffic will actually be moved to. It will not evaporate. Enfield has exported traffic to Haringey; the solution is not to export it somewhere else…"
(*36 agreements, posted in Bounds Green LTN area*)



Bounds Green LTN – Commonplace Overview

Issues raised:

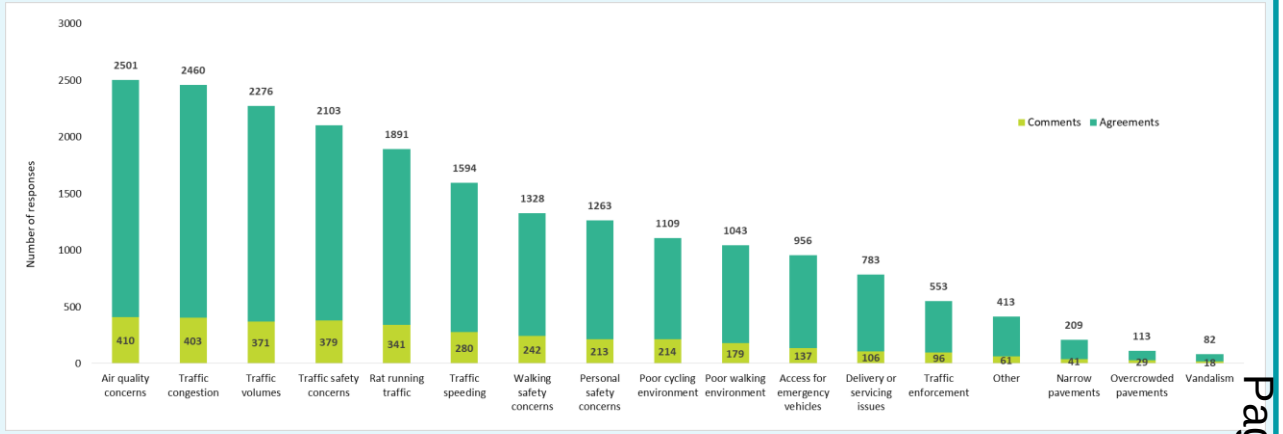
Air Quality Concerns 53%*
410 comments (+ 2,091 agreements)

Traffic Congestion 52%
403 comments (+ 2,057 agreements)

Traffic Volumes 48%
371 comments (+ 1,905 agreements)

Traffic Safety Concerns 45%
379 comments (+ 1,724 agreements)

Rat Running Traffic 40%
341 comments (+ 1,550 agreements)



*% of comments + agreements

Suggested improvements:

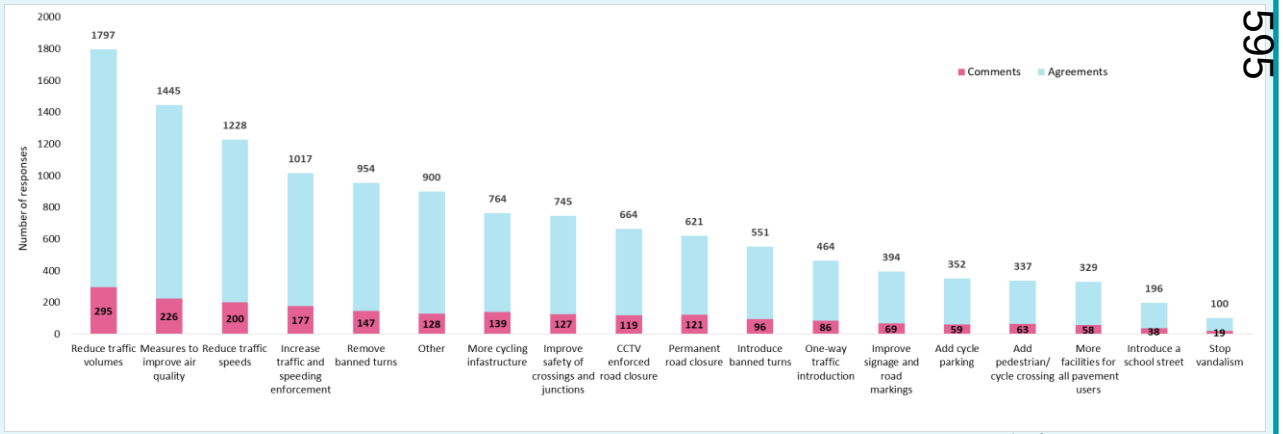
Reduce Traffic Volumes 38%*
295 comments (+ 1,502 agreements)

Measures to Improve Air Quality 31%
226 comments (+ 1,219 agreements)

Reduce Traffic Speeds 26%
200 comments (+ 1,028 agreements)

Increase Traffic & Speeding Enforcements 22%
177 comments (+ 840 agreements)

Remove Banned Turns 20%
147 comments (+ 807 agreements)



*% of comments + agreements

Bounds Green LTN – Open Text Overview

Of the 802 confirmed comments, 96% (780 comments) included an open text comment. Within the Bounds Green LTN area, 95% (437 comments) of comments included an open text. For this report, only the open text comments left within the Bounds Green LTN have been further analysed.

The majority of open text comments further explained the issues within the area, with most mentioning specific locations. The most common issues were related to increases in **traffic volume & congestion**, **rat running traffic**, **speeding traffic** and the resulting **reduction in air quality** in the area. These all directly linked to multiple choice options.

The next most common topic within the open text comments were surrounding **concerns and/or opposition to road closures and LTNs**. The most common reasons respondents gave for this was that the changes increase traffic congestion, cause traffic displacement and create longer journey times. Others raised concerns about emergency service access, or access for those less mobile and some highlighted concerns for specific interventions, such as the proposed bus gate on Brownlow Road .

"I oppose to the suggested bus gate as the recent road closures in the area has caused enough problems for people living on Brownlow Road. It takes ages to be able to get anywhere now and emergency services always get caught in the traffic putting people's life at risk...."*

"There is no need to make any changes. Closing off Bronwlow Road will increase traffic, air pollution (as cars sit idle), make it harder for people to complete normal journies and cause frustration for all as traffic builds up"

A number of respondents used the open text comments to suggest what changes they think will improve the issues at specific locations. The majority of suggestions made were with regards to **reducing through traffic**. Many suggested **closing roads to through traffic** through the use of planters, bollards or ANPR cameras. Many others suggested alternatives to closing roads such as **timed closures**, **one way roads**, and **reducing speed limits.**

Some respondents highlighted their **support for the scheme**, both the existing scheme and future plans. This was usually through support for traffic calming measures, LTNs in general, or for specific schemes such as the Brownlow Road bus gate. Some respondents emphasised the positive impact LTNs have already had while others emphasised the importance of a joint approach between the Enfield and Haringey councils.

"Any measures that could be introduced to stop this road being used as a cut though would be very welcome"

"New system is great - I have noticed more and more local people walking and cycling in the low traffic environment created last year. People stop and talk and there is a growing sense of community in the area as a result of the change made."

*All comments copied verbatim, with original errors



Total Open Text Comments:
780

Open Text Comments within Bounds Green LTN:
437

Key themes

- Traffic volume & congestion
- Cut through traffic
- Speeding traffic
- Air quality
- Concerns or opposition to existing LTN
- Concerns or opposition to future closures
- Measures to further restrict through traffic on minor roads

Bounds Green LTN – Email Comments Overview

Total emails received about existing or future plans: 78

Generally positive: 17
Generally neutral: 17
Generally negative: 44

Key Locations
Emails regularly raised specific issues in certain places. The most common of these were:

- **Truro Road** and surrounding streets. Key issues relating to cut through traffic and air pollution – with some links to existing LTN
- **Queens Road.** Key issue relating to cut through traffic – with some links to existing LTN
- **Brownlow Road.** Key issue relating to congestion – with some links to existing LTN. Some raised concerns about future bus gate.
- **Winton Avenue.** Key issue relating to cut through and speeding traffic.

In addition to Commonplace feedback, LB Haringey received **78 emails** providing feedback on the Bounds Green area during the engagement period.
Some of these emails related to the Enfield LTN and the impacts on the Bounds Green area and some commented on potential future plans. Others made comments on issues in the area more generally. Many emails also provided suggestions for changes in the area.

Issues
Emails were dominated by the three interlinking issues of traffic volumes/congestion, air pollution, and cut through traffic. Other issues raised included traffic speeding, road rage, and concerns around pedestrian safety. Some of these were attributed to the Enfield LTN, while others did not explicitly connect the issue to the LTN.

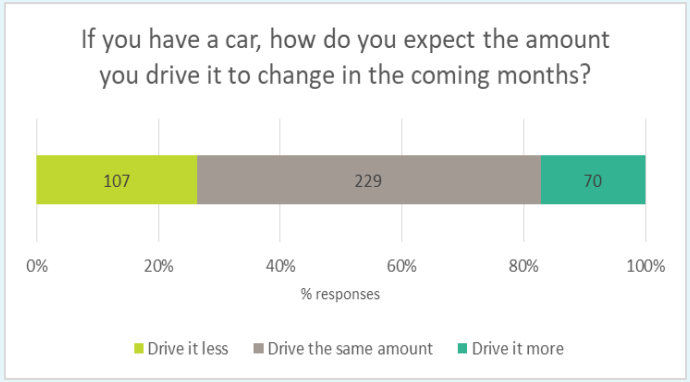
Concerns
Emails raised specific concerns about both the existing and proposed LTNs:

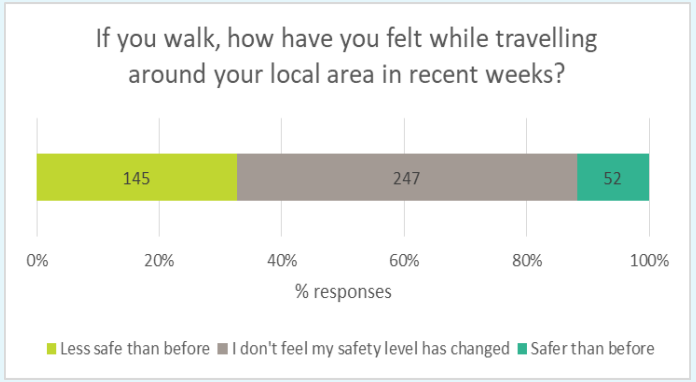
- Traffic displacement
- Increase in congestion
- Longer driving times
- Unable or impractical to walk or cycle
- Lack of or poor consultation
- Specific concerns about the Brownlow Rd bus gate
- Views LTNs as discriminatory (either against people who live on main roads adjacent to LTN, or against older and disabled people)
- Other issues fewer people commented on included: lack of public support for LTNs, concerns about emergency service access/delays, that the area is unsuitable for an LTN, that the council is making money from LTNs, and the impact of LTNs on personal security/crime.
- **There were also 16 emails explicitly supporting the existing or future LTNs**.

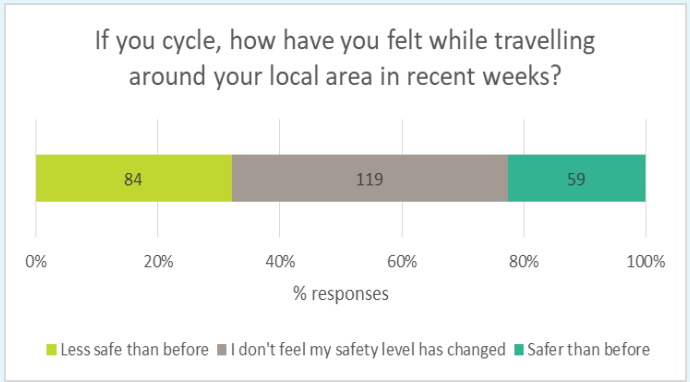
Suggestions
Emails made a number of suggestions to address the issues and concerns raised. These included:

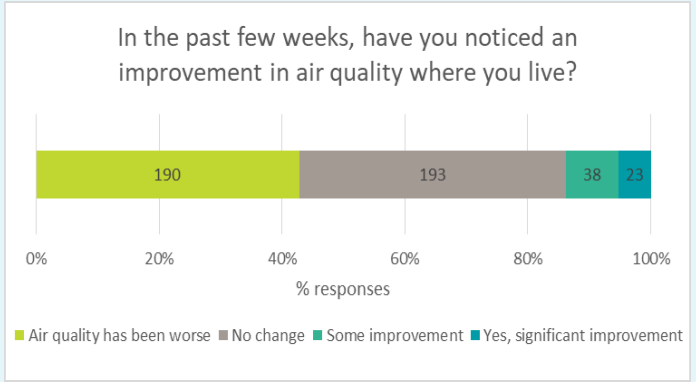
- Introduce more LTNs and/or traffic restrictions
- Specific requests to remove existing LTNs
- Other measures included: improved public transport provision, improved access to/from North Circular from Bounds Green Road and Brownlow Road, barriers with resident exemption/timed closure, behaviour change programmes, various one way/banned turn options, and other measures beyond the scope of the area/council (e.g. laws around cycling)

Bounds Green LTN - Overview









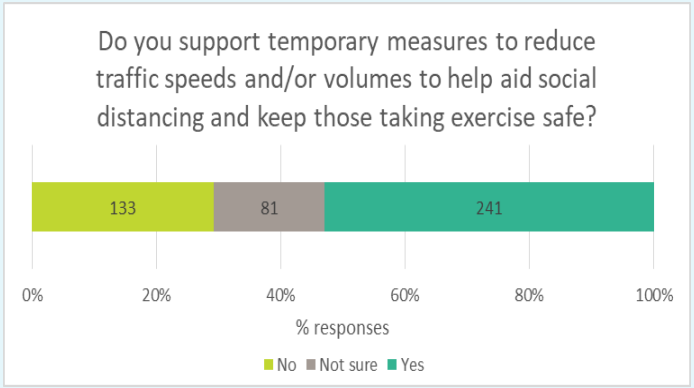
26% expect to drive less in the coming months

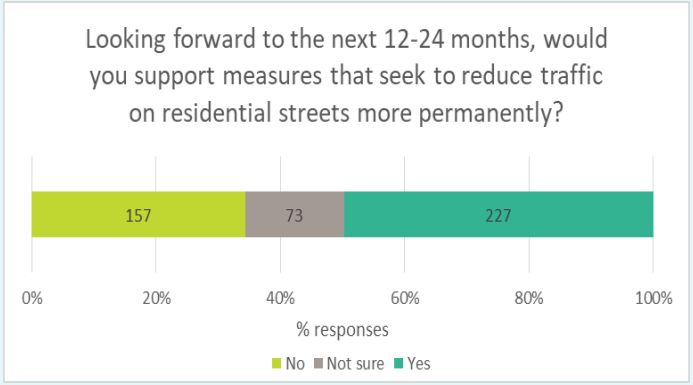
43% think air quality has got worse

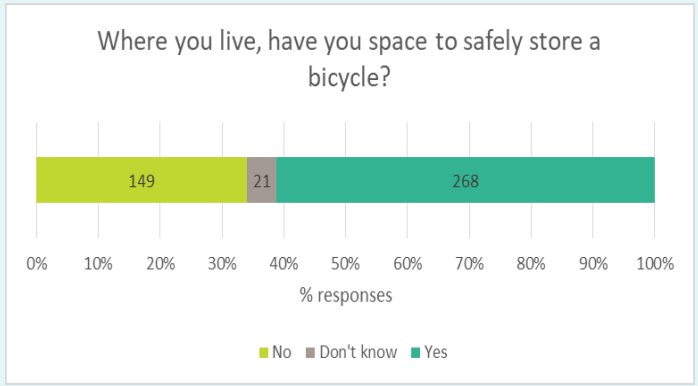
12% feel safer walking around the local area

23% feel safer cycling around the local area

Bounds Green LTN - Overview









53%

support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing

50%

support measures that seek to reduce traffic on residential streets more permanently

61%

have a space to safely store a bicycle where they live

Part II: Issues Raised

Air Quality Concerns

Total comments on air quality concerns: 410 (+ 2,091 agreements)

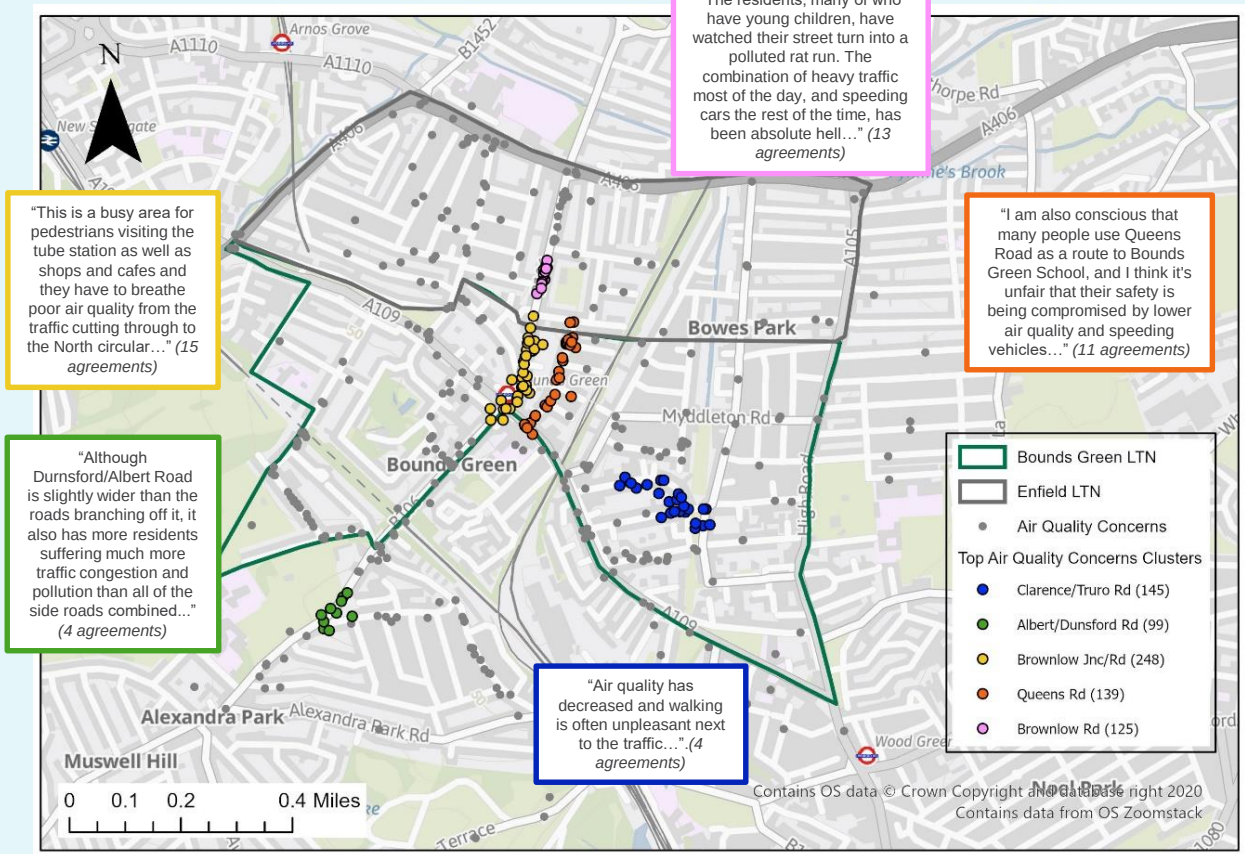
% of comments & agreements on air quality concerns: 53%

Largest commented cluster: Brownlow Road

Highly agreed with comment:

"it is an undeniable reality that once Haringay/Enfield have completed their plans then there will be total gridlock of too much traffic using too little road space in this area.it is very bad now, and once haringay 'do their bit' and Enfield close Brownlow, it is going to be a nightmare in all surrounding areas exacerbated by a no right turn onto the A406 easterly. The people in those areas will have intolerable levels of pollution , and will be 'cut off' and will feel isolated. These changes should not happen until safe and effective alternative means of alternative pollution free transport is established.There should be one coherent plan for large parts of London roads to avoid letting individual councils continuing to pursue selfish, myopic, vote-seeking decisions! " *(26 agreements, posted outside the LTN areas)*

Hotspots



Traffic Volume & Traffic Congestion

Total comments on traffic congestion: 403 (+ 2,057 agreements)

% of comments & agreements on traffic congestion concerns: 52%

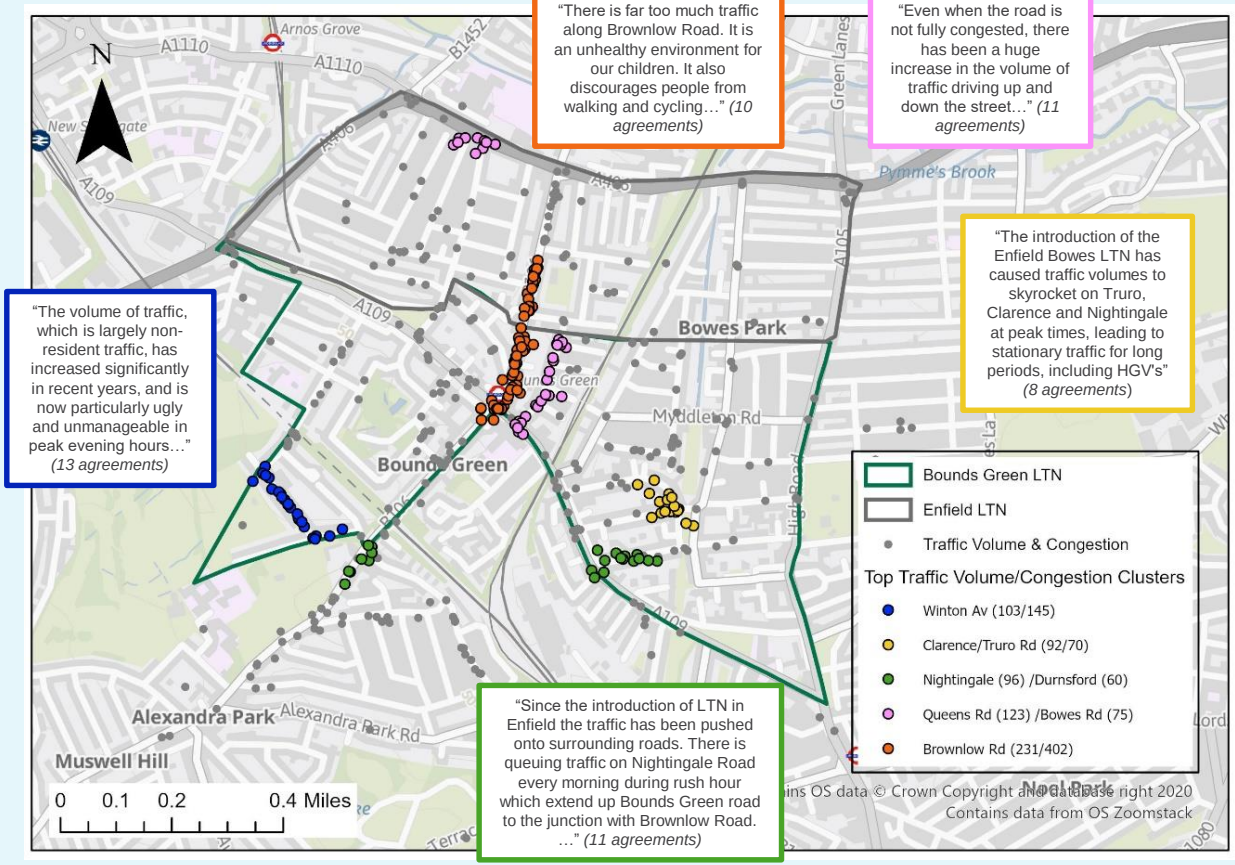
Largest commented cluster: Brownlow Road

Total comments on traffic volume: 371 (+ 1,905 agreements)

% of comments & agreements on traffic volume concerns: 48%

Largest commented cluster: Brownlow Road

Hotspots



Traffic Safety Concerns



Total comments on traffic safety concerns: 379 (+ 1,724 agreements)

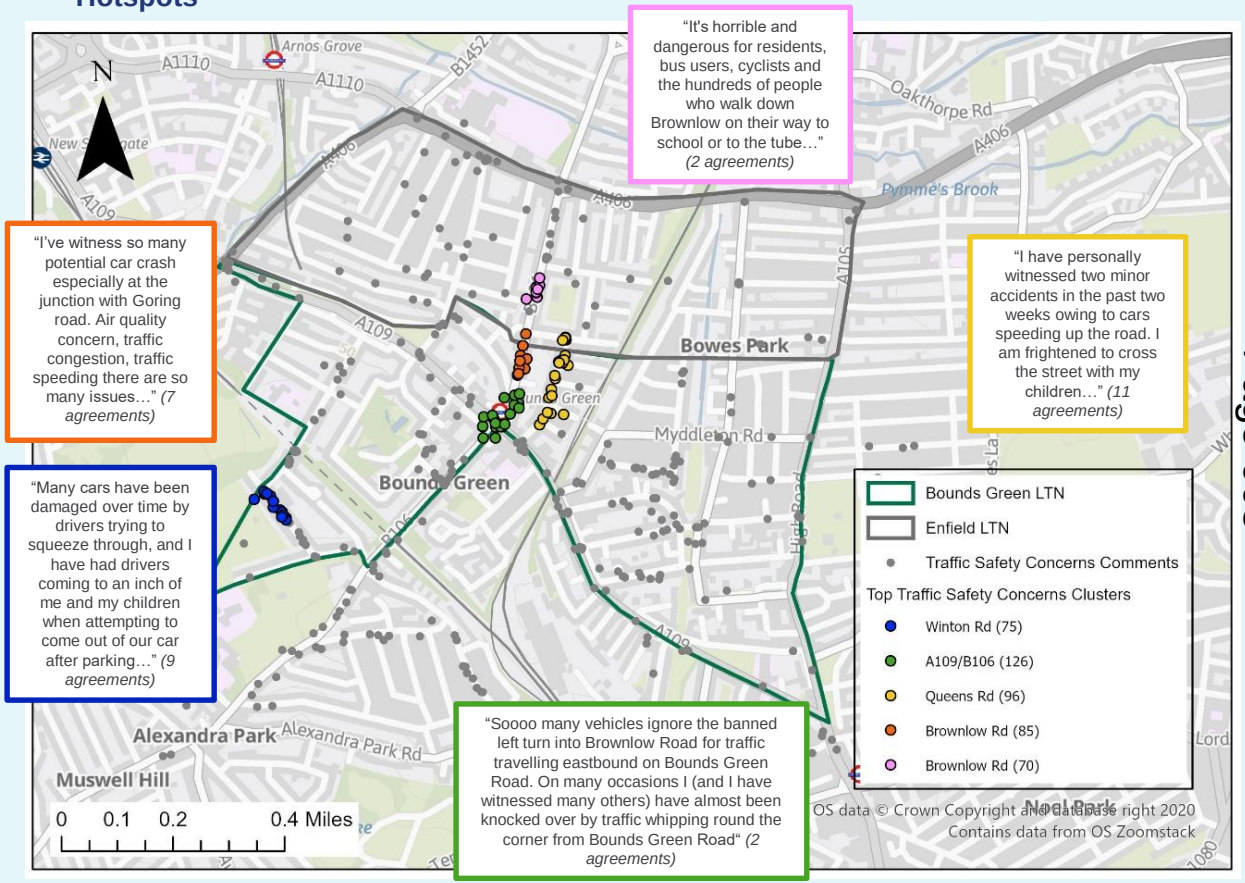
% of comments & agreements on traffic safety concerns: 45%

Largest commented cluster: Bounds Green Road (A109/B106)

Highly agreed with comment:

"Since the introduction of the Enfield LTN there has been a significantly higher volume of traffic on both Bounds Green Road and Green Lanes resulting in higher levels of pollution due to idling cars and more traffic being diverted to the side roads off Bounds Green Road as cars try to avoid jams. Traffic using Thorold Road takes little notice of the 20mph limit which is not clearly sign or ever enforced. Cars turning into Thorold from Whittington do not expect the curve in the road and coming at speed are dangerous to pedestrians and have resulted in a number of the parked cars of residents being damaged…"*(12 agreements, posted in Bounds Green LTN)*

Hotspots



Rat Running Traffic & Traffic Speeding

Total comments on rat running traffic: 341 (+ 1,550 agreements)

% of comments & agreements on rat running traffic: 40%

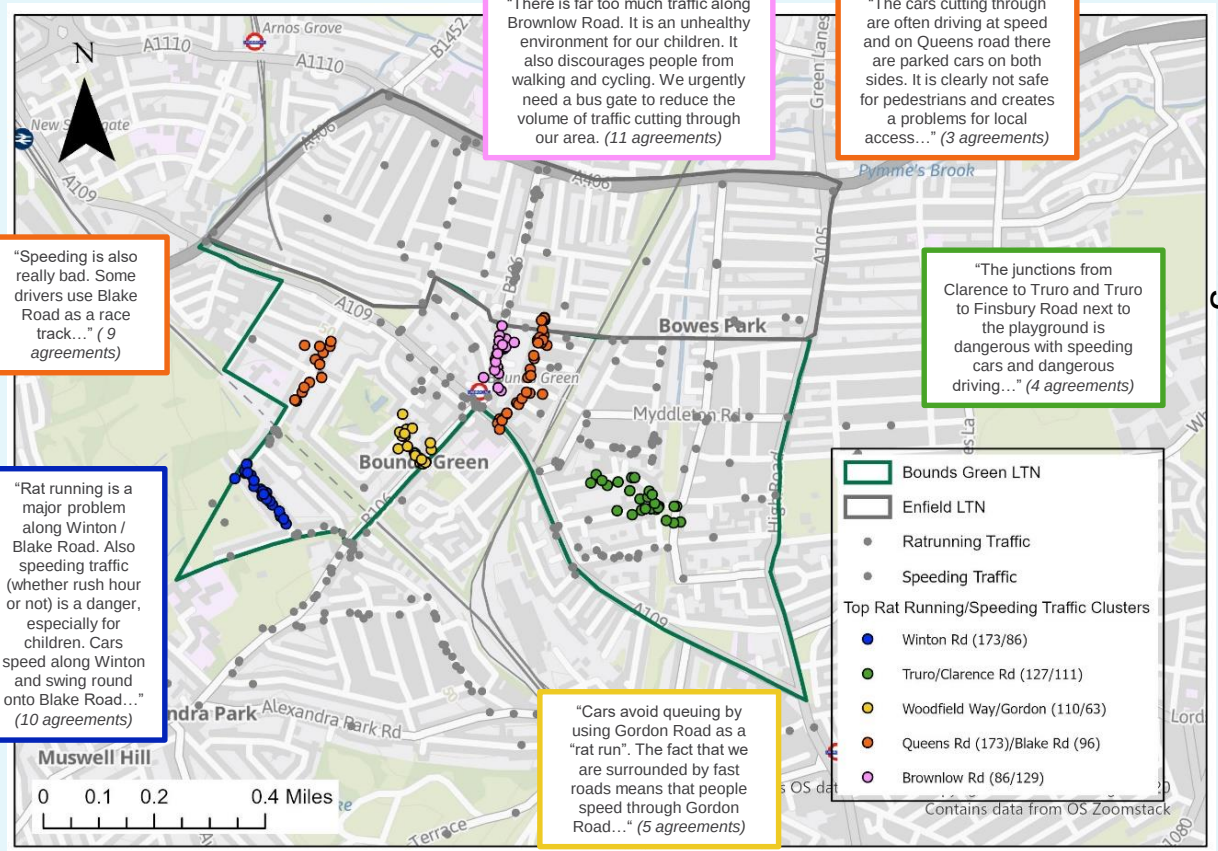
Largest commented cluster: Winton Road & Queens Road

Total comments on traffic speeding: 280 (+ 1,314 agreements)

% of comments & agreements on traffic speeding: 34%

Largest commented cluster: Brownlow Rd

Hotspots



Walking Safety Concerns

Total comments on walking safety concerns: 242 (+ 1,086 agreements)

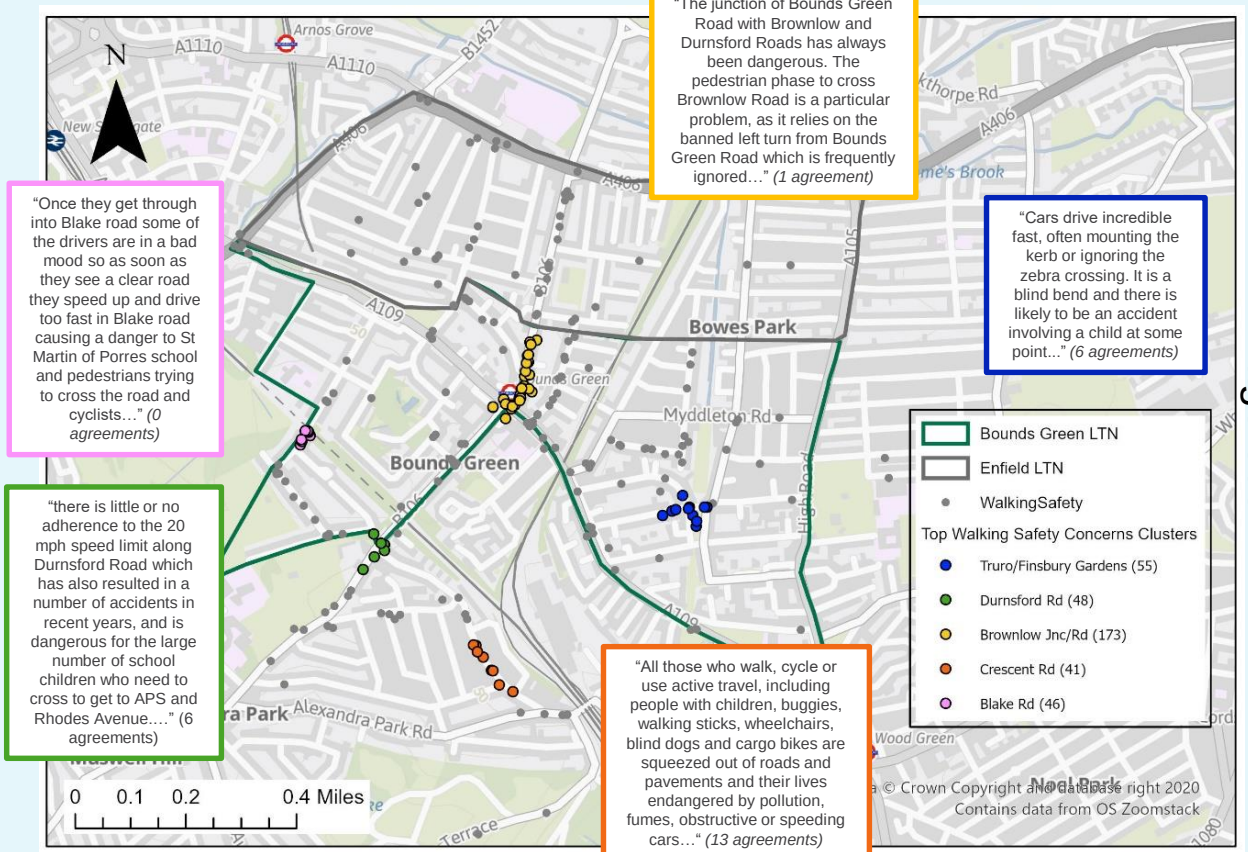
% of comments & agreements on walking safety concerns: 28%

Largest commented cluster: Brownlow Road

Highly agreed with comment:

"…no righthand turn from Crescent Rise onto Durnsford Road, means that anyone who wants to turn right there, is forced to turn left at which point they will then pull deeply unsafe u-turn outside of our row of houses to get going in the other direction. This essentially means that we have a constant stream of traffic doing frankly dangerous manoeuvres consistantly throughout the day. The pavement is often busy with school children etc walking, and are often met with reckless drivers reversing up the curb and over dropped curbs to turn around. A neighbour of ours lost their garden wall only a few weeks ago due to this hazardous driver pulling a turn in this manner…" *(21 agreements, posted outside the LTN areas)*

Hotspots



Issues – Further Comments within Bounds Green LTN

The issue most highlighted within the open text comments by respondents was on **traffic congestion and traffic volumes** in their area, with a high number of comments located on **Brownlow Road**. A closely linked issue and one also frequently mentioned in the open text comments was the occurrence of **rat running traffic**, for which comments were often located on **Winton Avenue** and **Queens Road**. :

"Brownlow Road is now busier than ever with the introduction of the LTN, and as a resident of this road, we've all suffered from the resulting increase in pollution."

A number of such comments **linked traffic issues to the existing LTN in Enfield.**

Many respondents sought to further highlight the issues surrounding increased traffic, in particular **increases in air pollution** and **road rage incidents,** which contribute to a poor walking and living environment.

"The roads around Finsbury Gardens have become increasingly congested ever since Enfield LTN was introduced. This is particularly apparent in morning rush hour as other residents have already mentioned. Rat runners are cutting through from Green Lanes to Bounds Green road to access the NCR which is negatively impact air quality massively and also making it unpleasant to walk/cycle anywhere during these times."

"The volume of traffic, which is largely non-resident traffic, has increased significantly in recent years, and is now particularly ugly and unmanageable in peak evening hours. We have witnessed many angry scenes outside our house as drivers become unable to move in either direction. This is extremely unpleasant, and at times, has felt quite threatening. I generally avoid either leaving or returning to my home by car at these times, as the traffic is so bad.."

As well as the volume of traffic, **speeding traffic** was often mentioned as an issue in the area, for many this led to **concern for the safety of pedestrians**.

"My main concern is the speeding - and often phone-using - drivers who come careering around the corners and then accelerate up the roads at huge speeds. I am terrified for my children when they walk on their own, as well as other walkers and drivers"



Part III: Improvements Suggested

Reduce Traffic Volume

Total comments on reducing traffic volume: 295 (+ 1,502 agreements)

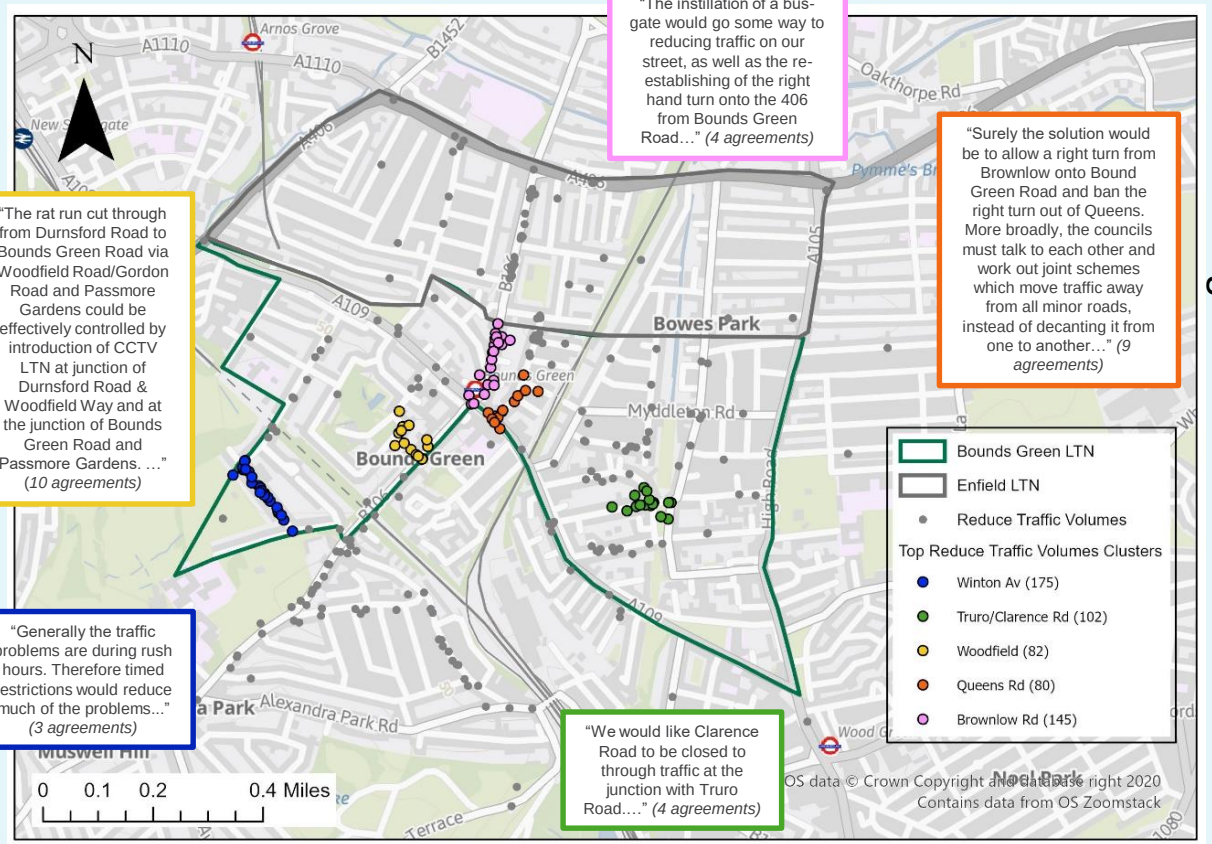
% of comments & agreements on reducing traffic volume: 38%

Largest commented cluster: Winton Avenue

Highly agreed with comment:

"…These roads need to be stopped from being used as cut throughs for cars trying to get around traffic on green lanes, NCR and Bounds Green road. However unless Enfield and Haringey councils, along with TFL, are prepared to take a collaborative approach to keep traffic moving on these three main roads we will end up with permanent stand still traffic on these roads further polluting and putting the residents that live on them at significant risk. .." *(14 agreements, posted outside of the LTN areas)*

Hotspots



Measures to Improve Air Quality

Total comments on measures to improve air quality: 226 (+ 1,219 agreements)

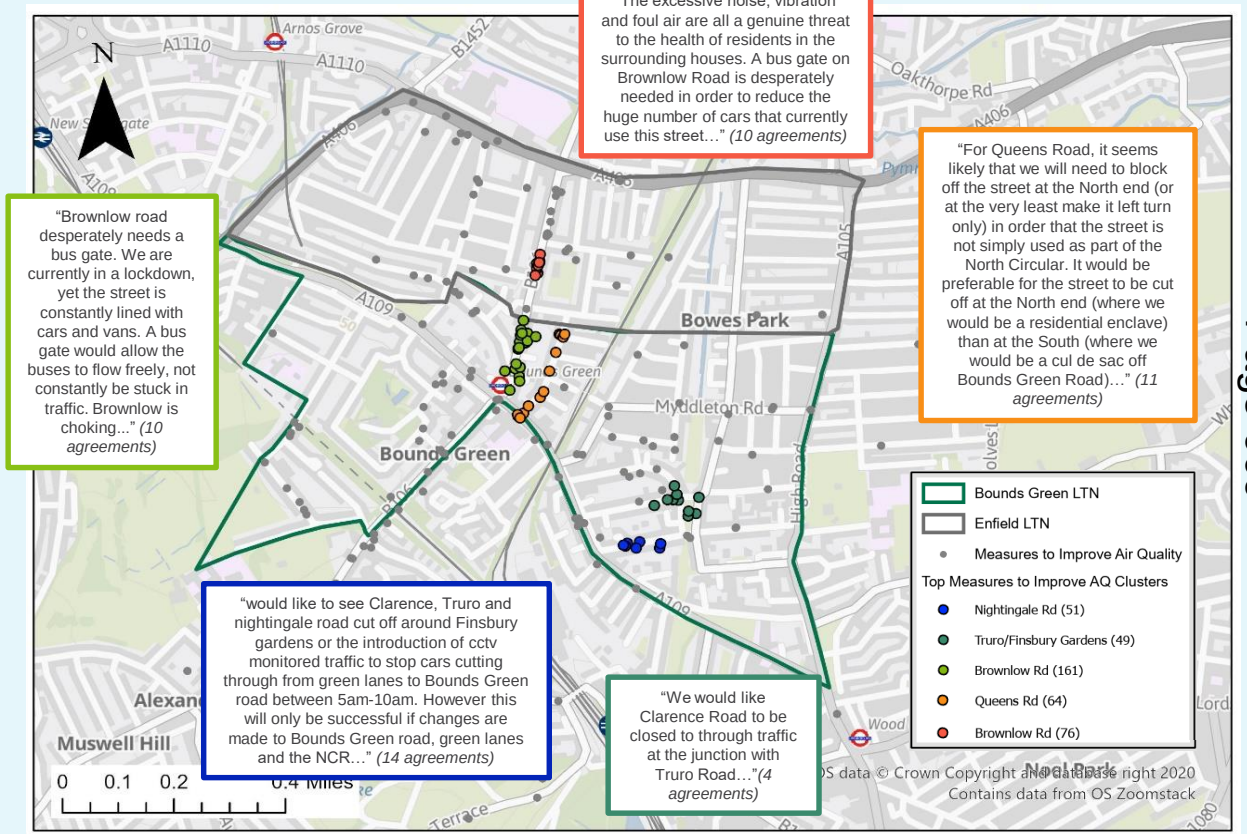
% of comments & agreements on measures to improve air quality: 31%

Largest commented cluster: Brownlow Road

Highly agreed with comment:

"A bus gate on Brownlow road is badly needed and would rejuvenate this area. I cycle this way to Palmers Green and Muswell hill and the traffic volumes are and air quality are very unpleasant. Serious measures such as this will ultimately reduce traffic on all roads by eliminating many unnecessary car journeys and make travel easier for those who do really need to go by motor vehicle." *(15 agreements, posted in Bounds Green LTN)*

Hotspots



Reduce Traffic Speeds & Increase Enforcement of Traffic and Speeding

Total comments on reduce traffic speeds: 200 (+ 1,028 agreements)

% of comments & agreements on reduce traffic speeds: 26%

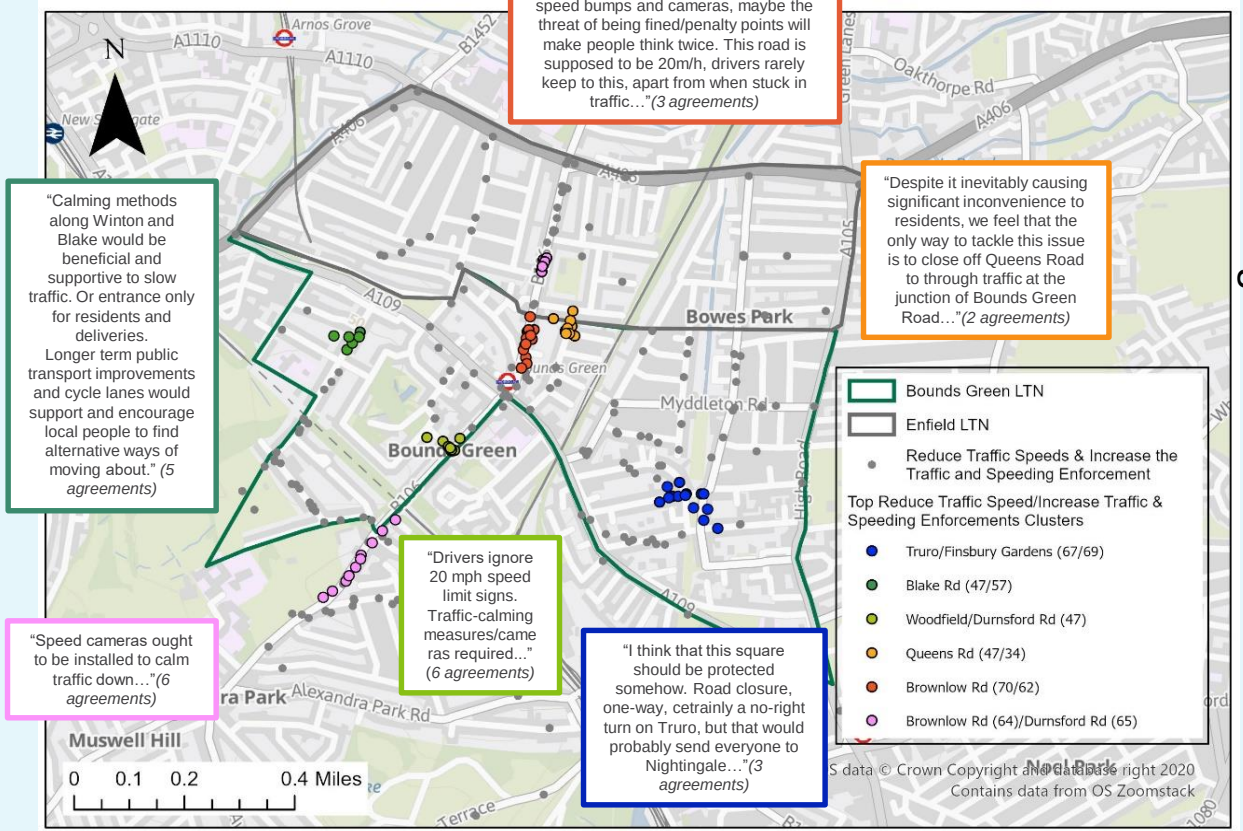
Largest commented cluster: Brownlow Road

Total comments on increase traffic and speeding enforcement: 177 (+ 840 agreements)

% of comments & agreements on increase traffic and speeding enforcement 22%

Largest commented cluster: Truro/Finsbury Gardens

Hotspots



Remove Banned Turns

Total comments on remove banned turns: 147 (+ 807 agreements)

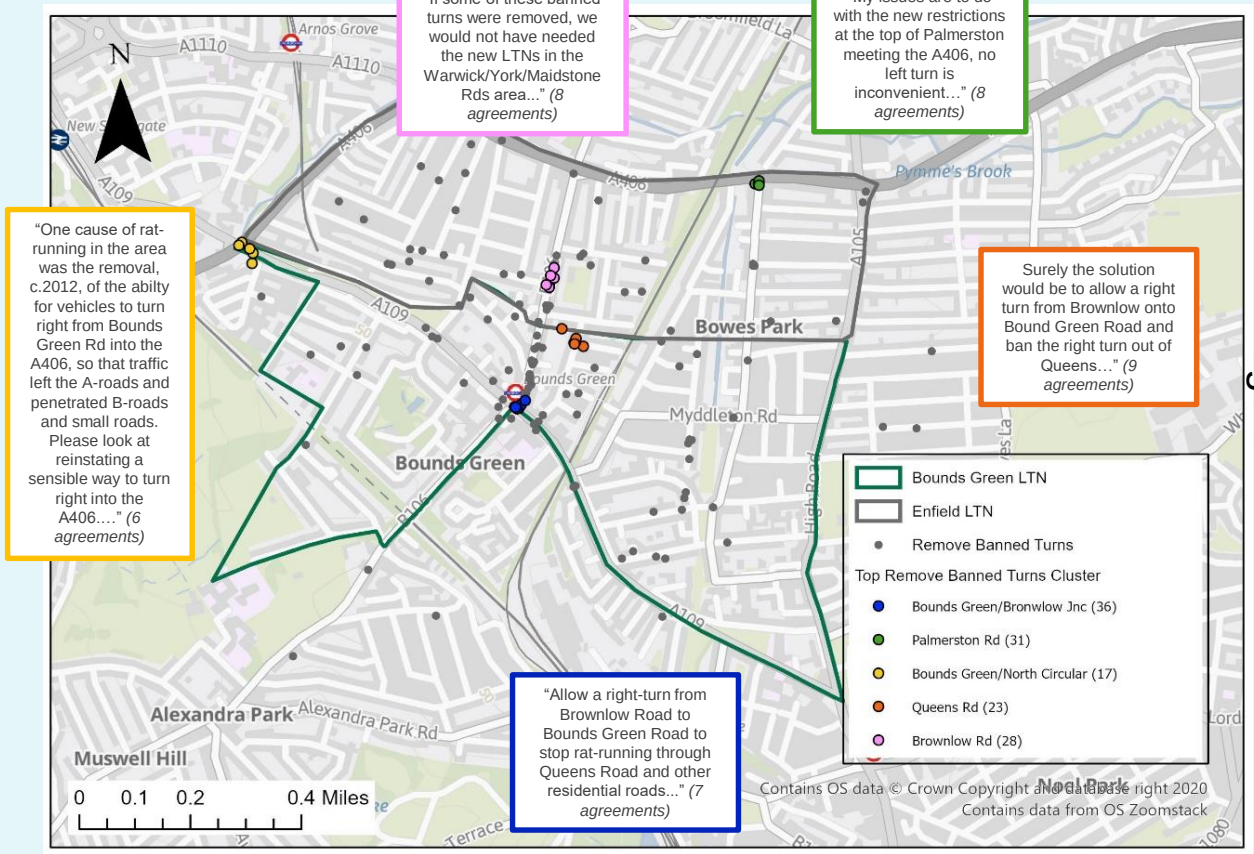
% of comments & agreements on remove banned turns: 20%

Largest commented cluster:
Bounds Green Road/Brownlow Road Junction

Highly agreed with comment:

"…Implementing a school street at specific times of the day, would neatly resolve this problem.
The rest of the time I believe strongly that those roads should not be blocked to traffic in either direction Alternative routes are either themselves residential, already significantly impeded by blocked turns and/or already suffer from traffic volumes that would, at certain times of the day, gridlock the area if a permanent road block were implemented. This simply increases the concentration of pollution, which is not good either for residents on those streets or for pedestrians and cyclists who rely on those main routes.*(30 agreements, posted in Bounds Green LTN)*

Hotspots



More Cycling Infrastructure



Total comments on more cycling infrastructure: 139 (+ 625 agreements)

% of comments & agreements on more cycling infrastructure: 16%

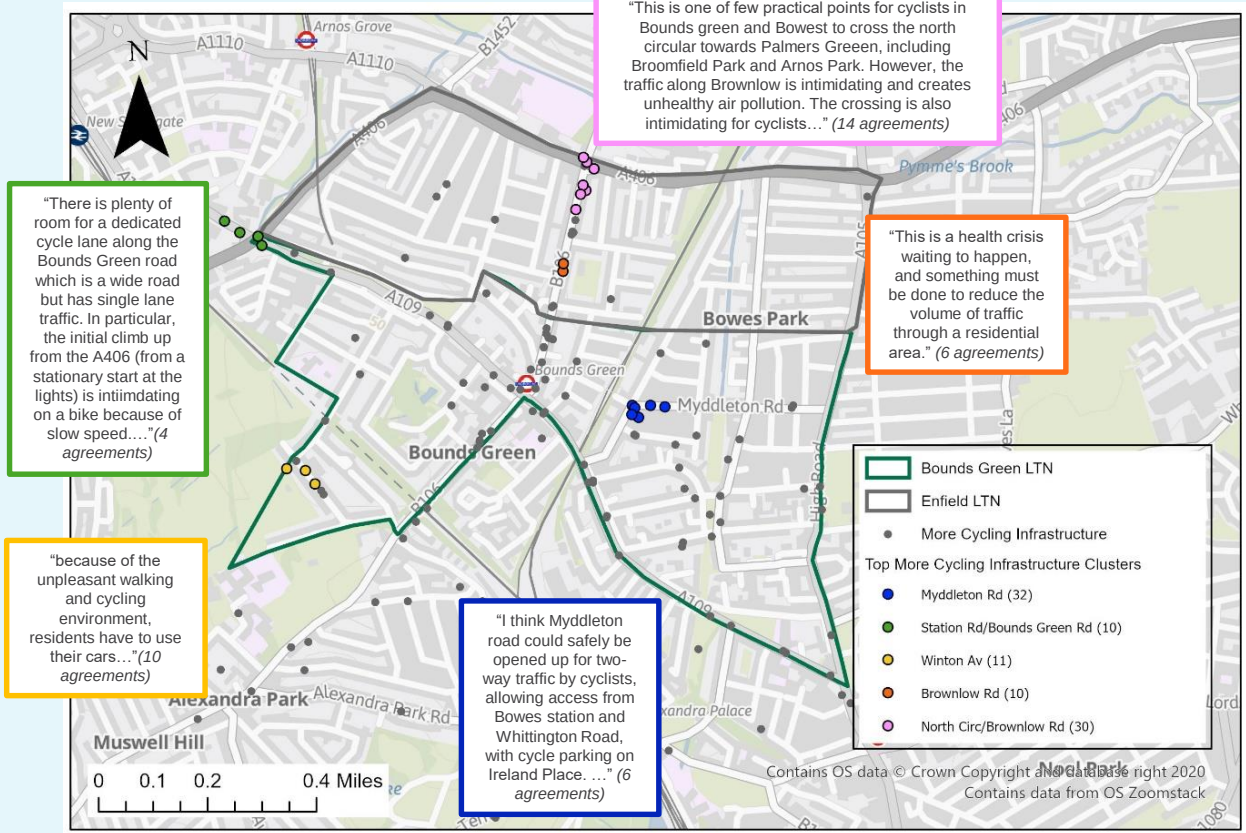
Largest commented cluster: Brownlow Road

Highly agreed with comment:

"Both Bounds Green and durnsford road should have properly segregated cycle lanes. They are key routes, and even as a relatively experienced London cyclist I don't like using them." *(10 agreements, posted in Bounds Green LTN)*



Hotspots



"This is one of few practical points for cyclists in Bounds green and Bowest to cross the north circular towards Palmers Greeen, including Broomfield Park and Arnos Park. However, the traffic along Brownlow is intimidating and creates unhealthy air pollution. The crossing is also intimidating for cyclists…" *(14 agreements)*

"There is plenty of room for a dedicated cycle lane along the Bounds Green road which is a wide road but has single lane traffic. In particular, the initial climb up from the A406 (from a stationary start at the lights) is intiimdating on a bike because of slow speed…."*(4 agreements)*

"This is a health crisis waiting to happen, and something must be done to reduce the volume of traffic through a residential area." *(6 agreements)*

"because of the unpleasant walking and cycling environment, residents have to use their cars…"*(10 agreements)*

"I think Myddleton road could safely be opened up for two-way traffic by cyclists, allowing access from Bowes station and Whittington Road, with cycle parking on Ireland Place. …" *(6 agreements)*

Suggestions– Further Comments within Bounds Green LTN

A number of respondents used the open text comments to make further suggestions on what changes they would like to see in the area. The most common suggestions were with regards to **stopping through traffic**; Filters (e.g. planters), pedestrianisation and most commonly a bus gate were suggested. A high number of these comments were clustered along **Brownlow** and **Queen's Road**.

"For the long term I would like to see Queens Road permanently closed to avoid rat running because I think it will improve the air quality and quality of life for the many people who use this street"

"Air quality concern, traffic congestion, traffic speeding there are so many issues. Please make Brownlow road a bus gate road only - make it more liveable for us and especially our kids"

Many respondents suggested other **traffic calming methods** including one way streets, removing/introducing banned turns, and timed closures. Most suggestions were at specific locations, with many comments suggesting **timed closures,** particularly on **Winton Avenue/Blake Road**.

"…One way only roads would benefit residents by reducing traffic and those who need to get to work who cannot cycle or use public transport can access their work places ."

"We would like to request a similar system to school streets where only residents can enter the road at certain times, and controlled via CCTV. We are opposed to closing the road at one end, in particular on the Winton/Bidwell side."

Respondents also frequently identified specific locations where they would like to see **improved cycle and/or pedestrian infrastructure**, suggesting interventions such as protected cycle paths, improved signage and safer crossings.

"A pedestrian crossing further up Brownlow, or a bridge across Brownlow like the one over BGR by the primary school, would give pedestrians a safe way of crossing."

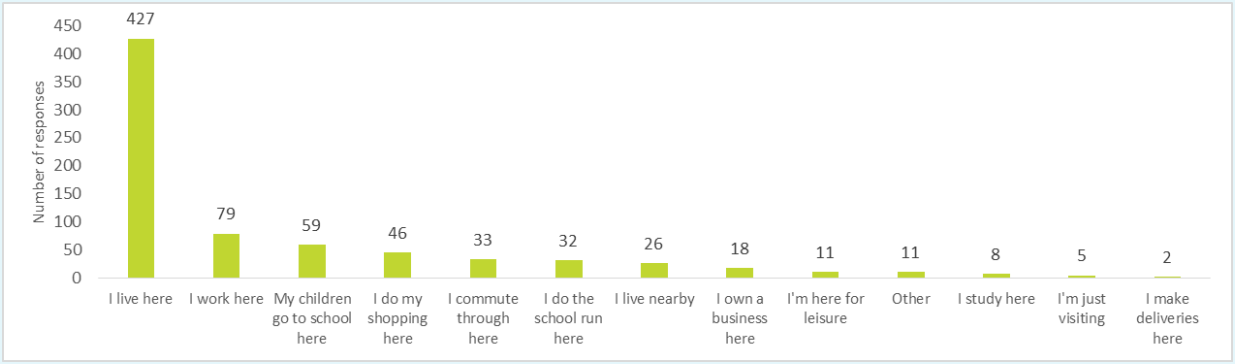
There were also a number of respondents who suggested that the currently **closed roads due to Enfield's LTN should be reopened**, with many highlighting that traffic and pollution in their area has increased as a result of the closures.

"The congestion on Green Lanes is of increasing frustration for many, and does nothing to reduce local pollution. Please reverse the decision to block access to Green Lanes via Kelvin Avenue."

Part IV: Respondent Info

Demographic Data

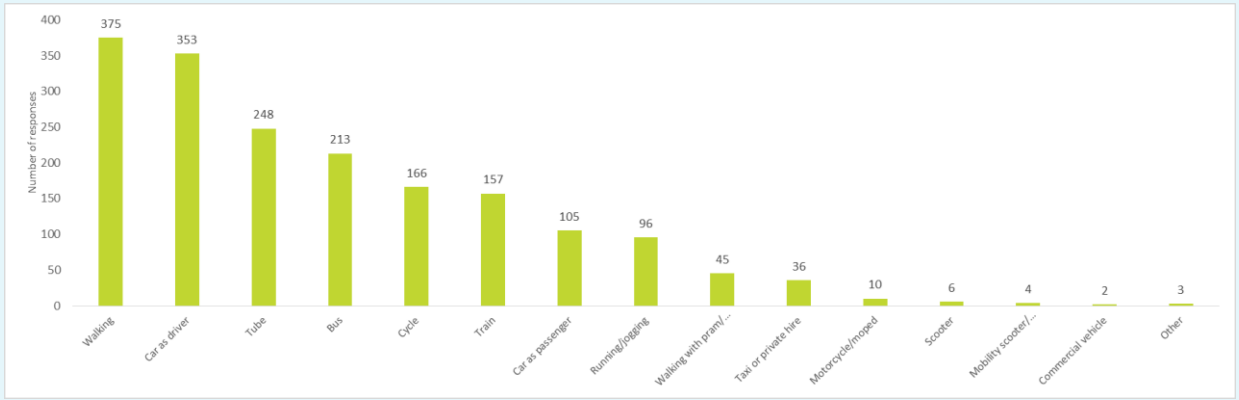
Connection to the Area



90% of respondents* live in the area

* Of the 472 people who answered the question

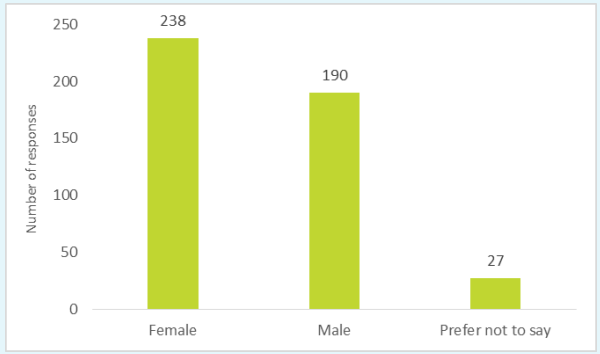
Transport Modes



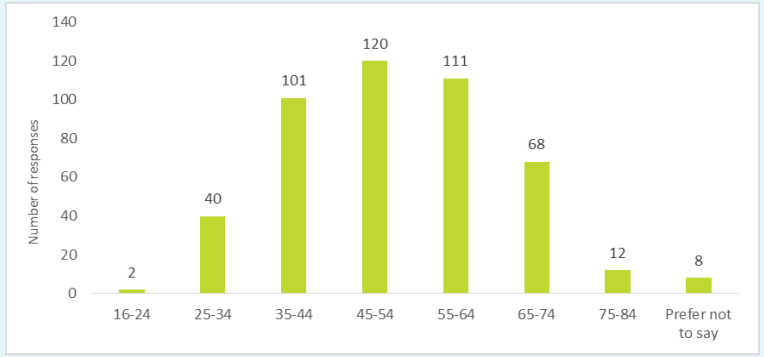
Walking was the most commonly selected primary transport mode

Demographic Data

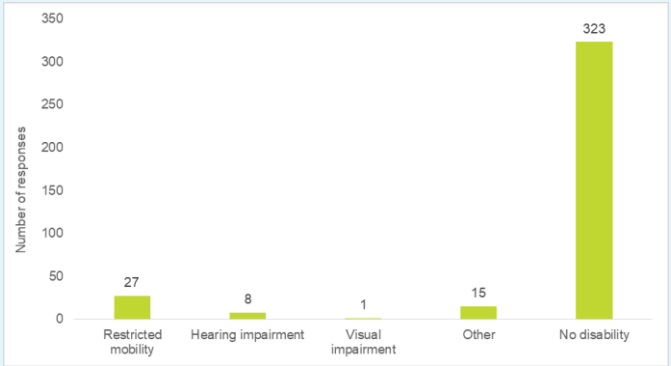
Gender



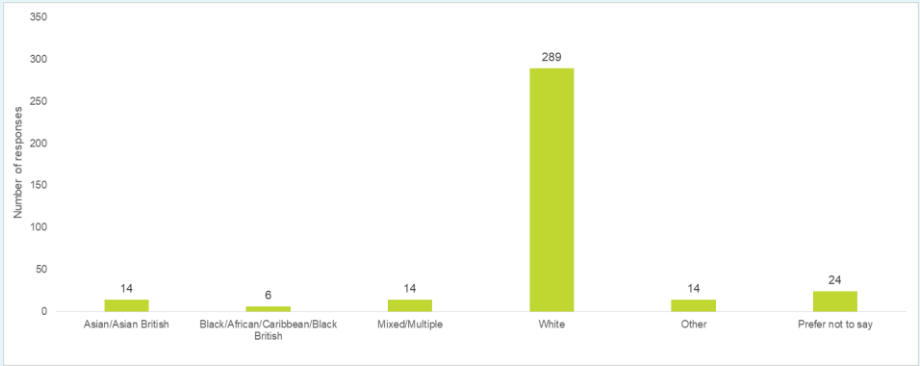
Age



Disability



Ethnicity



Appendix

Appendix : Methodology

Analysis of the survey was undertaken by the Sustrans Research and Monitoring Unit (RMU) using the data obtained from the Commonplace platform on 9th March 2021.

Participants on the Commonplace platform were invited to drop pins on a map of the Bounds Green LTN area. Upon dropping pins, respondents were asked the following:
- Where have you placed your pin? *(Open-text response)*
- What issue(s) have you identified at this location? *(Multiple choice – with an open-text "other" option)*
- How could we make it better? (*Multiple choice – with an open-text "other" option*)
- Do you have any other comments or issues that you would want it to bring to our attention? *(Open-text response)*

This analysis covers all multiple choice answers, and open text answers with a focus on the Bounds Green LTN area only. However, quotations from all locations have been referenced in this report. Open text responses in the Enfield area of the LTN have been passed onto Enfield officers, and comments in both areas have been taken into account in developing project designs.

Cluster Analysis

To identify hotspots of comments, a density based cluster analysis was performed on ArcGISPro. The clustering method used was multi-scale (OPTICS), the minimum features per clusters was set to 1% of **comments & agreements** within a search distance of 50m. Cluster sensitivity was 40. After the cluster analysis, hotspots were identified as the 5 largest clusters (most comments & agreements). Some themes (such as "Traffic Volume" and "Traffic Congestion") produced very similar clusters, and have therefore been combined.

Accounting for agreements

On the Commonplace platform participants are given the option of "agreeing" with comments, rather than repeating comments themselves. When ordering multiple choice issues and improvements, and throughout the cluster analysis, the number of agreements on each comment was also taken into account. For example, an issue raised in a comment with three 'agreements' would be counted four times. As some people may put different value on a comment compared with an agreement, our analysis allowed the number of comments and agreements to be seen as a total and as individual parts.

It is important to note that the number of agreements on each comment were not weighted based on when they were posted. While comments posted earlier were more likely to receive a greater number of agreements, it was decided that weighting comments risked over or under-valuing later posted comments, depending on the weighting method.

Anonymous & Unverified comments

Of the 853 comments, 35 were from anonymous or pending respondents. These were respondents who contributed to the survey but failed to provide an email address, or failed to verify their comments. These comments were removed from the analysis.

Respondents Leaving Multiple Posts

In order to prevent respondents from placing multiple comments and manipulating the data, the responses of respondents leaving 1% or more of the total comments (8 or more comments) were explored. The responses were checked for clustered locations or duplicated comments. Out of the 8 respondents that posted over 1% of comments, 2 were found to have posted duplicate/similar responses in the same area. Overall 16 comments out of 32 from the 2 respondents were removed, to avoid them manipulating the cluster analysis.

Respondent quotations

Quotations for “Highly agreed with comment” were selected based on the having the highest number of agreements a comment had received, tagged with a relevant theme (regardless of location) but which had not been quoted previously within the report. If the comment was too long, the text most relevant to the theme was selected. All other quotations, including those on issues and solutions maps, were selected based on their location, a relevant theme (i.e. issue or solution) and deemed to be representative of the theme raised. In addition, comments with more agreements were prioritised. All comments are copied verbatim with original errors unedited. However, some comments have been shortened to remove text less relevant to the issue/solution they illustrate. All comments are available to view in full on the Commonplace map.

Demographic analysis

Anonymous and pending respondents were not included in the demographic analysis, as it was not possible to ascertain whether anonymous responses were left by the same participant. While there were 767 respondents overall, 36 pending respondents and 82 anonymous respondents were removed, leaving 649 confirmed respondents.

Ethnicity and “ability to move around” responses

Responses to ethnicity and ‘ability to move around’ questions were not provided in the original data download from the Commonplace web page. The total number of responses to each of these multiple choice selections were retrieved separately to the rest of the respondent data.

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QUESTIONS FROM BOUNDS GREEN LTN PUBLIC MEETING ON 23 FEBRUARY 2021

Haringey Council's written responses to participants' questions

General questions about the Low Traffic Neighbourhood

1. Are there any proposals or designs at this stage?

No there aren't. At the moment, we are inviting the community to give us their views on transport and traffic related issues in the proposed LTN areas before any designs are drawn up. This is the first step in the process. There will be a further opportunity to engage on the designs in May/ June.

It is very important that the LTN is supported by the community and that we hear from those living and working in and near the area before any decision is made on the implementation of the LTN.

2. We don't all want or are able to cycle, how can the LTN benefit me?

LTNs are areas which experience quieter roads which feel safer and benefit from better air quality. They also enable people to walk, play and meet in a healthier and more inviting environment. Studies have shown that streets with quieter traffic flows have positive social interactions within the community and a better sense of community cohesion.

As the programme progresses, we will also look into delivering other transport improvements and urban realm and greening improvements within the LTN.

3. Can you ensure emergency vehicles will have access?

The emergency services are key stakeholders and their access will not be impact and where possible it will be improved. The ambulance services, police and fire brigade have been consulted early on in the engagement process, and we will continue to work with them to ensure their access needs are not impacted.

4. Will local business see a fall in sales, as there won't be passing customers?

Evidence so far shows that there is a strong business case for healthier and safer streets. People spend longer in high streets which are pleasant places to be. Evidence also shows the despite buying less in a single visit, cyclists and pedestrians come more often to High Streets.

Studies published by Transport for London[1] outline the economic benefits of walking and cycling, and that people who walk and cycle take more trips to their local high street. These studies can be found here:

A LTN scheme will retain access for deliveries for local businesses and where possible improve this access. This will support the high streets' recovery from Covid 19.

5. **Why was all this done at the height of Covid?**

LTNs are first and foremost a public health intervention which will help improve air quality and enable more walking and cycling for those who are able to, providing a safe and healthy alternative to public transport and the private car. The impacts of Covid 19 place greater priority on these types of interventions.

6. **We were told that implementation would be late spring/early summer. Has this now changed?**

Implementation has been slightly delayed due to the pre-election period leading up to the Mayor of London and London Assembly elections in May, during which we are not allowed to carry out any consultation or engagement. The engagement will commence again after the election results with the aspiration to implement a community supported LTN in Autumn 2021.

7. **You have said that most of the traffic problems come from non local traffic – how does the LTN address this?**

LTNs filter roads using cameras, bollards, planters, banned turns, or make some roads no entry or exit, in order to give priority and access to residents who live in the area. Non local traffic, except emergency vehicles are banned from entering the LTN.

8. **Will visitors to residential areas be able to arrive by car (e.g. less mobile visitors still able to park their car near a resident's house)?**

Every home in a LTN can be accessed by car and can receive visitors and deliveries to their doors but some visitors will have to take different routes to their destinations in the LTN area which might be less convenient.

<u>Design</u>

9. **Why not have cameras that restrict access/exit during certain hours of the day?**

We want streets in Haringey to feel safe and welcoming at all times of the day. Restricting access at peak times would only ensure the roads in the LTN are quiet during those hours.

10. **Would it be possible to have number plate recognition so people who live here, especially essential workers such as NHS staff, can actually get to and from work?**

It's important to note that all addresses will still be accessible for cars in the LTN area. Car journeys within the area will be less convenient.

[1] https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling

Implementing a 'white list' system, where residents access through the restrictions points is an option we have considered, but we also want to encourage more cycling and walking among residents in the Bounds Green area. If it is easier to drive, rather than bike or walk short trips, many residents are unlikely to change their travel habits, and will continue to drive.

Administration for a 'white list' system can also be extremely complex and on balance, would not achieve the Council's policies set out in the 2018 adopted Transport Strategy[2] and the draft 2021 Walking and Cycling Action Plan[3].

11. How much revenue will Automatic Number Plate Recognition (ANPR) cameras generate?

While ANPR cameras might generate some revenue initially, as driver behaviour changes, this is likely to reduce. We've found in the past that putting in ANPR enforced traffic restrictions actually costs the borough money, as the cameras have running costs and do not make enough to cover these.

12. What else has been considered to reduce rat runs, apart from LTNs?

LTNs are the most effective way of reducing through traffic. Closing or filtering single streets with high levels of traffic, is only likely to push traffic onto neighbouring residential streets. So we think a holistic or neighbourhood approach to an area is the best way forward.

13. Could Blake Road be turned into a school street?

There are a few schools in the Bounds Green area that might benefit from being a school street. We will be considering whether implementing school streets at these locations would be appropriate at the design stage.

<u>Traffic</u>

14. Are you talking to sat navs to deal with specific traffic issues? Can you petition them to change their practices?

Sat Navs are unlikely to change working practices any time soon. However, TfL is leading discussions with Sat Navs companies to find a way forward. It is important to acknowledge that LTNs are not only about rerouting traffic. They are also about encouraging more walking and cycling for those who can, and creating healthier living environments.

15. Traffic and air pollution have been impacted by the Enfield LTN, as well as the lockdown. Will the monitoring take this into account?

Yes we will be carrying out extensive traffic and pollution monitoring of the area. We will be considering the effect of both Enfield's Bowes LTN and changes in traffic levels due to covid in our monitoring approach.

[2] https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy
[3] https://www.haringey.gov.uk/draftwcp

16. **Main roads cannot carry more traffic; they are jammed right now, and they are also residential. How will this be taken into account?**

LTNs do not simply shift traffic from one place to another. Instead, over time we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling.

Once LTNs have been in place for some time, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest[4] found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole area.

Recent data from Railton LTN in Lambeth[5] has shown a decrease in traffic both within the LTN and on surrounding roads.

In the short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.

17. **Will you be looking at the whole area holistically, including surrounding boroughs like Enfield?**

Enfield and Haringey Councils are committed to working together to develop a single solution for the area. Enfield is carrying out its own consultation on the existing Bowes LTN and will be taking decisions once the responses have been analysed. We are working alongside Enfield to make sure the Bounds Green LTN, and any potential changes to the Bowes LTN, work together regardless of Borough boundaries.

<u>Inequalities</u>

18. **Those worse off live on main roads. How will you ensure the LTNs do not exacerbate existing inequalities?**

A recent study[6] has shown that the London LTNs implemented so far have benefitted deprived Londoners the most. This is because deprived and ethnically diverse areas (defined as those where more than 20 per cent of the population are non-white) are the worst affected by air pollution, and LTNs have reduced traffic overall, and also air pollution (Imperial College London[7])

Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN.

[4] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[5] https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report
[6] https://osf.io/preprints/socarxiv/q87fu/
[7] https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/

Recent data from Railton LTN in Lambeth[8], has shown that traffic was reduced both inside and outside the LTN after it was implemented.

A long term analysis in Waltham Forest[9] found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. Traffic decreased by 56% over the whole area.

19. **How will you meaningfully consult with those most vulnerable who may also have no digital access? And will you be consulting on the EQIA?**

We recognise not everyone has internet access or good broadband speeds. To ensure everyone can participate from the early stage in the process, we mailed out an invitation letter to all addresses in the Bounds Green and Bowes LTN areas to encourage the community to participate in the engagement for the LTN. The community can get involved by email or our online interactive engagement heat map, and those without internet access can write a letter or leave a voice message on our dedicated answer machine.

We are proposing to carry out two EqIAs, one on the engagement work and the other on the scheme design. The community will also be encouraged to provide their feedback on, and help shape, the EqIAs.

20. **When are you going to speak to those with disabilities?**

We have started discussions with local and national disability groups and we plan to consult and engage extensively with these groups, and individuals, throughout the process.

<u>Engagement</u>

21. **Why is the consultation period so long if this is an emergency action plan in response to covid and the climate crisis?**

It is very important that the LTN is supported by the community and we hear from those living and working in and near the area. We want to make sure we listen to everyone before we implement any changes. It is very important to us to implement solutions that work for residents in the long run, even if this means it will take a bit longer to take action.

22. **Is there room for the LTN plans to be cancelled if there is widespread opposition?**

Community support for the LTN is very important and will be a determining factor. However, any opposition will need to be weighed against the wider need to tackle problems of air pollution, community inactivity, enable more sustainable travel and overcome the impacts of Covid 19.

23. **Will you give more weight to the input of residents that are directly affected?**

We want to ensure that everybody affected by the proposals are able to feed into the engagement and consultation. We are asking for the first digits of respondents' postcodes to

[8] https://beta.lambeth.gov.uk/sites/default/files/2021-02/Transport%20monitoring%20strategy%20FINAL.pdf
[9] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/

determine who lives in the area, and we will certainly consider the views of residents more likely to be affected by the project.

24. **How does employing Sustrans as a primary consultant ensure an objective perspective on the issue?**

Sustrans has been commissioned given their expertise in community engagement and collaborative design. One of their key values is putting the needs and aspirations of the communities they work with at the heart of the design process, to help ensure the solutions they propose work for everyone.

25. **How are you going to quantify the feedback? Will it be published?**

We will be analysing feedback by classifying each comment according to a series of themes. We will then present the findings in a report at the end of each engagement stage. These reports will summarise the feedback gathered in an accessible format, and will be made available on our website

26. **How can we show our support for this project? Is there a social media campaign to join?**

If you wish to send your support directly to the council, you can do so using the contact details provided on our LTN webpage[10].

There are also local groups you can contact/join. One such group is the Bounds Green Living Streets Branch who are encouraging the community to email them: boundsgreenlivingstreets@gmail.com. They also have a twitter page here: https://twitter.com/BoundsLiving

27. **How will you co-design in practice?**

We will deliver a series of online workshops and meetings in May/ June targeted at residents, stakeholders, and specific user groups such as disabled people. In these meetings different design options will be proposed, and we will gather feedback about them and suggestions for design amendments.

28. **How will the LTN be reviewed once it is implemented? What will you do if in post implementation there is no change or the situation is worse for residents?**

If implemented, the Council will review the scheme 6 months after implementation to determine its effectiveness and the community's views. This will allow the scheme to bed in and patterns of travel to change. We will continue to monitor the scheme after implementation. The 6 months review will make a recommendation on any changes to the scheme.

[10] https://www.haringey.gov.uk/low-traffic-neighbourhoods.

Queries about specific streets and roads

29. How do you anticipate the Ultra-Low Emission Zone (ULEZ) extension will impact the A406 cut through?

The ULEZ will improve air quality across the LTN area and the whole of the borough. The ULEZ boundary on the A406 is likely to reduce some traffic moving between the boroughs where these vehicles do not meet the ULEZ criteria and owners wish to avoid paying the daily ULEZ charge.

30. Can you talk us through options for east-bound North Circular Road (NCR) traffic? Green Lanes is so log jammed because of the right turn onto NCR - this will be even worse with Brownlow Rd cut off. Right turn access would massively help with traffic flows on main roads

Questions or comments on NCR junctions in Enfield or the Brownlow Road proposal should be directed to Enfield Council using the following link https://letstalk.enfield.gov.uk/bowesQN

31. I understand that Wood Green town centre will be re-developed in the coming years. Has the likely impact of this been considered on the planned LTNs?

The Council will be carrying out a Transport Impact Assessment on the LTN which will consider the regeneration plans for Wood Green.

32. Regarding the co-dependencies between the bus gate on Brownlow and the Haringey LTN, one of the options (Option 4) was to keep Queens Road open so that there was still an open cut through from the North Circular up to Bounds Green Road. Has this option now been discounted?

We are not considering design options at this stage. After this round of early engagement, we will work closely with Enfield Council to produce designs that work well for the whole of the Bounds Green area.

Air pollution

33. Won't people having to drive further cause more pollution in the long run? I've heard LTNs cause more pollution.

While some car journeys may take a bit longer, there won't be significant detours. The access point to your property may change. We recognise that people may be inconvenienced by some of the changes. However, it is expected that the LTN will enable more cycling and walking, leading to less air pollution.

Evidence from Waltham Forest LTNs[11] found that traffic journeys both within and outside the LTN decreased by 56%, causing less air pollution overall.

[11] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/

A study by Kings College on Waltham Forest in 2019[12] found air quality did not get worse on major roads (or other non-LTN areas) after the introduction of LTNs.

34. Enfield have monitored air pollution on Brownlow since April 2017. Do you have access to this data?

Questions or comments on the Enfield Bowes LTN should be directed to Enfield Council using the following link https://letstalk.enfield.gov.uk/bowesQN. We are working closely with Enfield and will learn from each other's LTNs and share all monitoring information.

35. How will you be monitoring air pollution and will the results be published?

We will be extensively monitoring the air quality around Bounds Green, on streets both within and outside the LTN. We will be publishing a monitoring plan on our website shortly. The monitoring results will be made public.

Questions around measures beyond the LTN

36. The Streetspace Plan was thrown out by a High Court Judge as 'seriously flawed'. TfL have been refused their appeal. Why has Haringey not paused the LTN plans in view of this?

LTNs support the delivery of both the Haringey Transport Strategy and the draft Haringey Walking and Cycling Action Plan and are important tools to tackle air pollution and improve the health and well being of everyone. We are learning from the Court judgements and adopting a different approach taken by some of the early Streetspace projects in London which includes early and up front meaningful consultation with the whole community and carrying out extensive Equalities Impacts Assessments.

37. What are you doing to ensure and encourage safer walking and cycling, such as cycle lanes, safe cycle parking, better walking infrastructure and bike hire schemes?

Our draft Walking and Cycling Action Plan[13] will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey.

38. Are there any conversations with TFL about improving public transport to take advantage of the LTNs?

Yes. Discussions will TfL are taking place and will continue throughout the process to ensure we improve public transport alongside the LTN scheme.

Further remarks and suggestions

We are taking the following remarks and comments into account, along with the rest of feedback gathered so far through different methods (commonplace, emails, phone conversations, letters and meetings).

[12] https://www.kcl.ac.uk/lsm/research/divisions/aes/research/ERG/index.aspx
[13] https://www.haringey.gov.uk/draftwcp

- *Any road closure that means a delay in getting to the hospital could be at the expense of people's health and could be critical*
- *I like Enfield's cycle lanes*
- *Current cycle lanes in Haringey are poorly lit, dangerous and provide nothing for residents.*
- *A406 means much of the traffic is not local*
- *There are not enough places to keep bicycles*
- *Rat runs created by Enfield LTN*
- *The rat run coming from the Eastern side is due to no left turn allowed at Bounds Green station coming from the North Circular on Bounds Green Road*
- *Leaving roads half open with poor signage = hundreds caught out in Enfield*
- *Bowes LTN has been brilliant for the area, we want the same benefits in Haringey*
- *People driving from Essex to Heathrow shouldn't be coming through Bounds Green - need restrictions!*
- *The consultation is biased*
- *Great to hear Haringey working closely with Enfield on a joined up scheme.*
- *Great that you are considering public health and the traffic problems that have blighted this area for years*
- *Excess traffic on Blake Road as a result of the excess traffic in Durnsford made worse by Enfield LTN. Close access to Bounds Green Road from Blake Road and Cline road*
- *We live in a very hilly area. It is difficult for the less fit to walk and cycle*
- *Blake road and surrounding streets have always been a rat run and dangerous and made worse by Enfield LTN*
- *SatNavs make new rat runs when the main roads are gridlocked. A406 now gridlocked in lockdown so when lockdown ends SatNavs will rat run us via Hertford Town, as speedier.*
- *Please make Queens Road a cul-de-sac at the Bounds Green Rd end (A109)*
- *By reinstating the left hand ban BGR/Brownlow it looks as if Haringey will be trying to remove Haringey traffic as fast as possible down Brownlow onto A406. This doesn't feel like boroughs working together as Enfield are planning a bus gate on Brownlow.*
- *On Thorold Rd we are now the first left turn (via Whittington Rd) going towards the High Rd/ A10. 90% of the traffic is in this direction. But closing it off could see us trapped in like the people in Bowes.*
- *Please ensure all these comments today are circulated to all of us.*
- *Strongly support the implementation of Haringey LTNs, living in Haringey on the Enfield border, I am very impressed with the improvement in our local environment since the Bowes LTN was implemented. But it will be essential to improve and maintain the walking and cycling infrastructure for this to be successful.*
- *Queen's Road, a narrow residential road, has become a rat run and is congested*
- *I live on Winton Avenue and the amount of traffic is completely inappropriate for a small residential road of this nature. The traffic should be focused on the more 'major' roads.*
- *Really impressed by the engagement with residents from Haringey and your desire to learn from others. Also good that you are employing Sustrans as consultants.*
- *Haringey needs to play its part in changing behaviour, we will never improve matters for residents on main roads by maintaining the status quo*
- *Give free bikes or highly reduced bikes to people, if you want them out their cars give them an incentive to get out! Create better walking environments.*
- *One problem I can see is that traffic will be pushed further onto Durnsford Road which is a residential road.*
- *Would be great not to be exposed to toxic levels of NO2 on a daily basis.*

- *Closing neighbouring streets pushes all traffic to Brownlow Road*
- *I absolutely support LTNs but the council must there must be transparency and accountability. Haringey are making an excellent start by meeting like this with residents.*
- *I want better air quality in all the major roads too. Please make sure it benefits everywhere.*
- *Right turn from Brownlow Road, (barring it being close) filter left from Durnsford Road into Bounds Green to improve flow.*
- *Trial modal filters on Blake Rd above the rail tunnel and also the junction between Woodfield Way and Durnsford Rd? Could a pocket park on Blake Rd above the tunnel be considered for the permanent solution*
- *Alexandra Park area needs to be included in the LTN*

Haringey Streets for People

Tell us what you think
BoundsGreenLTN@
Haringey.gov.uk

Public consultation for Bounds Green Low Traffic Neighbourhood



Haringey LONDON

INTRODUCTION

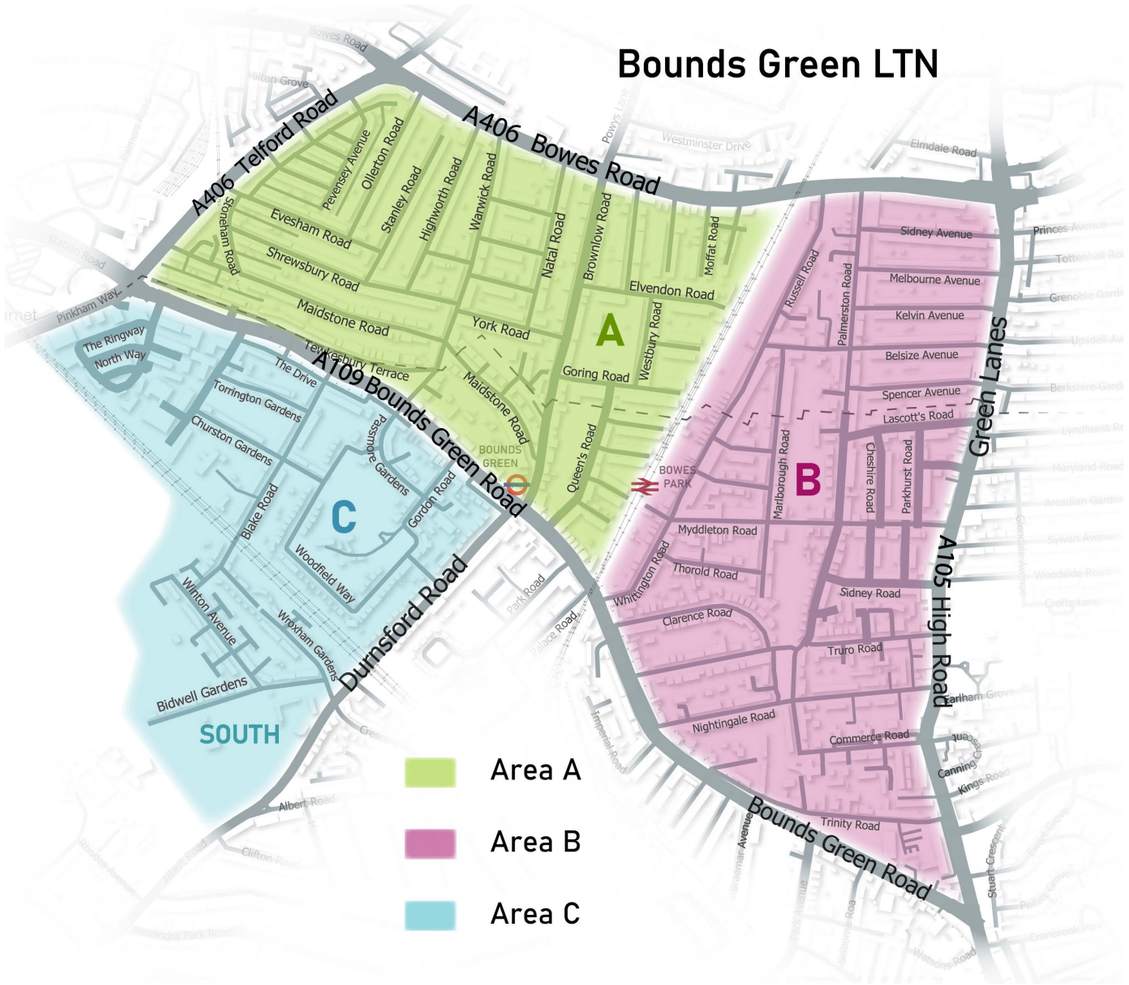
Dear residents and businesses,

We are writing to ask for your views on the Council's proposals to deliver changes that will improve air quality, reduce traffic levels, enable safer walking and cycling in the Bounds Green LTN area.

As we emerge from the Covid 19 pandemic, how we move around the borough has never been more important. The Council declared a climate change emergency in 2018 which places tackling climate change at the heart of all its decisions.

The pandemic has shown us that more people are choosing to walk or cycle and spend time in their local areas and we want to support our communities to make healthier local journeys and create cleaner, safer streets for all to enjoy.

The Council is embarking on an ambitious programme to increase rates of walking and cycling in the borough and to improve air quality through reducing through traffic in residential areas and encouraging shorter local journeys to be taken by more sustainable modes. The wider programme is set out in the Council's Draft Walking and Cycling Action Plan which will be launched for public consultation this autumn 2021.



WHAT ARE LOW TRAFFIC NEIGHBOURHOODS?

Following engagement with local residents, stakeholders and schools we are proposing to introduce a trial Low Traffic Neighbourhood (LTN) in Bounds Green. Subject to your feedback to this consultation, the Bounds Green LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum period of 18 months.

A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This eliminates non-local through traffic in the area. Removing non-local through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather. Access to all addresses for motor vehicles is maintained, but residents and visitors may have to drive further, or use a different road to access their address.

A Low Traffic Neighbourhood is created by introducing modal filters at strategic points in the neighbourhood. We are planning to complement this by introducing school streets, additional crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?

Areas of Bounds Green suffer from high levels of (rat running) through traffic. This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing time to support children to walk and cycle to school safely and improve air quality outside the school gates.

We are proposing that the restrictions operate during the following dates and times:

- **Monday to Friday**, term time only (not including bank holidays), between:
  - **8:30am and 9:30am**, and
  - **2:45pm and 3:45pm**

The following groups can apply for exemptions to the school street:

- Residents who live within the School Street (2 per address)
- Blue Badge (Disabled) holders who require access to the street
- Businesses within the School Street (2 per address)
- Pupils of the school that have a disability that prevents them from walking or cycling to school
- Medical practitioner attending someone with an address in the School Street
- School bus/vehicle (only the school may apply)

We are proposing to introduce these School Streets on a trial basis, to be reviewed after 12 months.

WHAT WE ARE PROPOSING

Modal Filters (trial)

These are points in the road that prevent motor vehicles from passing through but allow walking, cycling and wheeling. Modal filters will either be physical or the road will be left open for emergency access and may be enforced by cameras.

As we are proposing a trial scheme, filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services.

New Pedestrian Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood.

School Streets (trial)

We are proposing to introduce trial school streets at two schools within the Bounds Green LTN. These are timed road closures outside of schools, usually at drop off and pick up time only. Residents will still have access to their streets during these times.

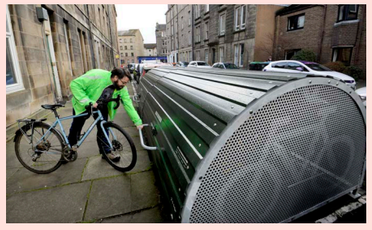
Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bounds Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.









THESE CHANGES WILL

Enable all local people to walk, cycle, play and live healthier lives: In 2019, 77% of trips in the borough were by foot, cycle or public transport, only 23% were by car. Only 40% of Haringey households own a car!

Improve air quality outside the school gate

Reduce road danger

Make your streets quieter, healthier and cleaner

Stop non local through traffic in particular on Queens Road, Nightingale Road and Winton Avenue

Enable children to walk, wheel or cycle to school – reducing school run traffic while improving health, air quality and safety.

Enable Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041

HOW THIS MAY IMPACT YOU

- **Walking** quieter, safer streets
- **Disabled access** there are no proposals to allow vehicles displaying blue badges to drive through the filters but we want to hear from you if you feel you have a specific need that requires access.
- **Cycling and wheeling** quieter, safer streets
- **Driving and parking** many journeys between the residential zones within the LTN will not be significantly affected, while others might be longer. Parking spaces will not be significantly affected
- **Using public transport** walking routes to/from bus stops within the LTN will be quieter and safer, while taxis will be able to access all streets
- **Emergency access** not affected, but a different route may be necessary

High Level Transport Assessment

A review of the current Bowes Primary Quieter Neighbourhood, in LB Enfield, and feedback from the public indicates that some residential roads within Haringey's proposed LTN area have seen increases in traffic: In Area A – Queens Road, Area B – roads such as Truro Road, as well as roads within Area C. Our proposals eliminate through traffic on these roads within the LTN area. For the areas outside the LTN, the pandemic has made it difficult to capture levels of motor traffic and the future is uncertain. The assessment, based on very limited data, tells us that if the trial is introduced, we expect some traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant.

For more FAQs related to the Bounds Green LTN please visit:
www.haringey.gov.uk/low-traffic-neighbourhoods

WHAT WE HAVE DONE SO FAR

February and March 2021 - Engagement Stage 1 - Early Engagement: We invited local residents and businesses to take part in an online public survey, and join us for an online public meeting. Letters were sent to all addresses in the area and comments could be made by phone. We asked residents to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in Bounds Green neighbourhood. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the Bounds Green neighbourhood were:

- air quality concerns
- traffic congestion
- traffic volumes

The most common improvements suggested for the Bounds Green neighbourhood were:

- reduce traffic volume
- improve air quality
- reduce traffic speeds

May 2021 - Engagement Stage 2 - Community Design Workshops: We ran a series of online public workshops and stakeholder meetings for the Bounds Green LTN. The public workshops were open to all residents in the project area, and were attended by over 120 people. Letters were sent to all addresses in the area.

Attendees were able to comment on two design options for their area, and raise any potential issues or suggestions about the design. Based on their feedback, we have selected a design option to consult on.

We also launched a Disabled People and Carers Survey which we encourage responses to.

You can read more about the engagement at:

www.haringey.gov.uk/low-traffic-neighbourhoods

Bounds Green LTN - Area A

- Borough boundary
- Existing Filter
- Existing banned turn
- Existing entry/exit only
- Enfield trial filter
- Proposed physical filter
- School
- Proposed cycle hangar
- Proposed zebra crossing

Vehicle Access Routes

- Pre-existing access off A406 (west) and off Bowes Road
- Access from Bowes Road
- Access from Brownlow Road
- Access from Bounds Green Road

Note that all minor roads on the A406 North circular are left turn in left turn out only.

New cycle hangar locations:

1. 3 Maidstone Road
2. 26 Queens Road

New crossing locations:

1. Gordon Road - Bounds Green Road

We are proposing to introduce a physical modal filter on Queens Road (at the junction with Bounds Green Road).

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location

AREA B

We are proposing to introduce 5 modal filters at the following locations:

- **1)** A modal filter with emergency access on Nightingale Road (between Finsbury Road and Clarence Road)
- **2)** A physical modal filter on Truro Road (between Clarence Road and Finsbury Road)
- **3)** A modal filter with emergency access on Whittington Road (south of the junction with Myddleton Road)
- **4)** A physical modal filter on Marlborough Road (between Myddleton Road and Thorold Road)
- **5)** A modal filter with emergency access on Palmerston Road (south of the junction with Myddleton Road)

As part of the trial, we are also proposing to reinstate the banned right turn out of Whittington Road into Bounds Green Road.

School Streets

1) Trinity Primary Academy

We are proposing to temporarily close Trinity Road from High Road to Bounds Green Road. Finsbury Road will also be closed, up to and including the junction with Trinity Road. This will be closed to non-local motor traffic and will become a pedestrian and cycle zone for a short time at school opening and school closing times.

Trinity Road and Finsbury Road residents will still be able to access their properties during this time.

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.



AREA C

We are proposing to introduce 4 modal filters at the following locations:

- **1)** A diagonal modal filter with emergency access on Blake Road (at the junction with Lynton Gardens/ Churston Gardens)
- **2)** A physical modal filter on Passmore Gardens (south of the junction with The Drive)
- **3)** A modal filter with emergency access on Gordon Road (south of the junction with Bounds Green Road)
- **4)** A physical modal filter on Rhys Avenue (at the junction with Durnsford Road)

School Streets

2) St Martin of Porres Primary School

We are proposing to temporarily close a section of Blake Road between Churnston Gardens and Tunnel Gardens. We are also proposing to temporarily close Lynton Gardens.

These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents of Lynton Gardens and Blake Road (between Tunnel Gardnens and Churston Gardens) will be able to access their properties during this time from the south of Blake Road and from Woodfield Way.

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.



ADDITIONAL MEASURES

We are also proposing to introduce new crossings and cycle hangars across Bounds Green LTN. Unlike the modal filters and school streets, which will be introduced as a trial, we are proposing to introduce cycle hangars and crossings as permanent changes.

Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood. These are:

- **1)** A new zebra crossing at Bounds Green Road (by the junction with Gordon Road)
- **2)** A new zebra crossing at High Road and between Arcadian Gardens and Maryland Road

Further design work will be needed to determine the exact location of the crossings.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bounds Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

Local residents may rent a cycle hangar space by paying an annual fee and key deposit to Cyclehoop . For further information on cycle hangars and details of charges, visit: www.*cyclehoop.com*.

We have received several requests for cycle hangars from residents across the area. Cycle hangars have been proposed on streets where we have received multiple requests.

We are proposing cycle hangars to replace parking bays outside the following addresses:

- **1)** 3 Maidstone Road
- **2)** 26 Queens Road
- **3)** 50 Palmerston Road
- **4)** 2 Palmerston Road
- **5)** 21 Thorold Road
- **6)** 8 Northbrook Road

WHAT HAPPENS NEXT

Your feedback in this consultation will help shape the changes we are proposing for the area and the phasing of the next steps:

AUTUMN 2021: Decision on next steps
We will consider your consultation feedback to decide on next steps.

AUTUMN 2021: Update
We will notify all residents and businesses on the outcome of the consultation.

AUTUMN 2021/WINTER 2021: Trial implementation (subject to your consultation feedback) and start of 6 months formal consultation.

- Modal filters and School Street proposals implemented as trial changes under an experimental traffic order
- Cycle hangars and new crossings implemented as permanent measures

SUMMER 2021 – EARLY 2022: Monitoring
Ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.

AUTUMN 2022: Review
Review of feedback and monitoring data to consider whether to make the trial changes permanent.

AUTUMN/ WINTER 2022: Decision
Decision on whether to make trial changes permanent.

AUTUMN/ WINTER 2022: Update
We will notify all residents on the outcome of the decision and the next steps.

HAVE YOUR SAY

We want to hear your views on the changes we are proposing for the area and the phasing. You can have your say online or by filing in the paper copy of the survey. **Please submit your response to this consultation no later than 17th September 2021. You can do this via one of the following three options below:**

Online
Fill in a questionnaire for the Bounds Green LTN which is found by following this link
www.haringey.gov.uk/low-traffic-neighbourhoods

Post
Fill in your paper copy of the questionnaire and return it to the freepost address: **Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 225 High Road, Wood Green, N22 8HQ**

E-mail
Fill in the questionnaire and email it to :
BoundsGreenLTN@Haringey.gov.uk

In person
Visit one of the libraries below to fill in the questionnaire in person. You can also leave the completed questionnaire at the same library.
Marcus Garvey Library, 1 Philip Lane, N15 4JA
Coombes Croft Library, 4 High Road, N17 8AG
St Ann's Library, Cissbury Road, N15 5PU
Alexandra Park Library, Alexandra Park Road, N22 7UJ
Wood Green Library, 187-197A High Road, N22 6XD

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NORMAN ROURKE PRYME

Haringey LONDON
haringey.gov.uk

ENFIELD Council

Bowes Quieter Neighbourhood & Bounds Green LTN

High Level Traffic Assessment

August 2021



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london@nrpltd.com
+44 (0)207 654 7280

Bristol
NRP, 4 Colston Avenue,
Bristol, BS1 4ST

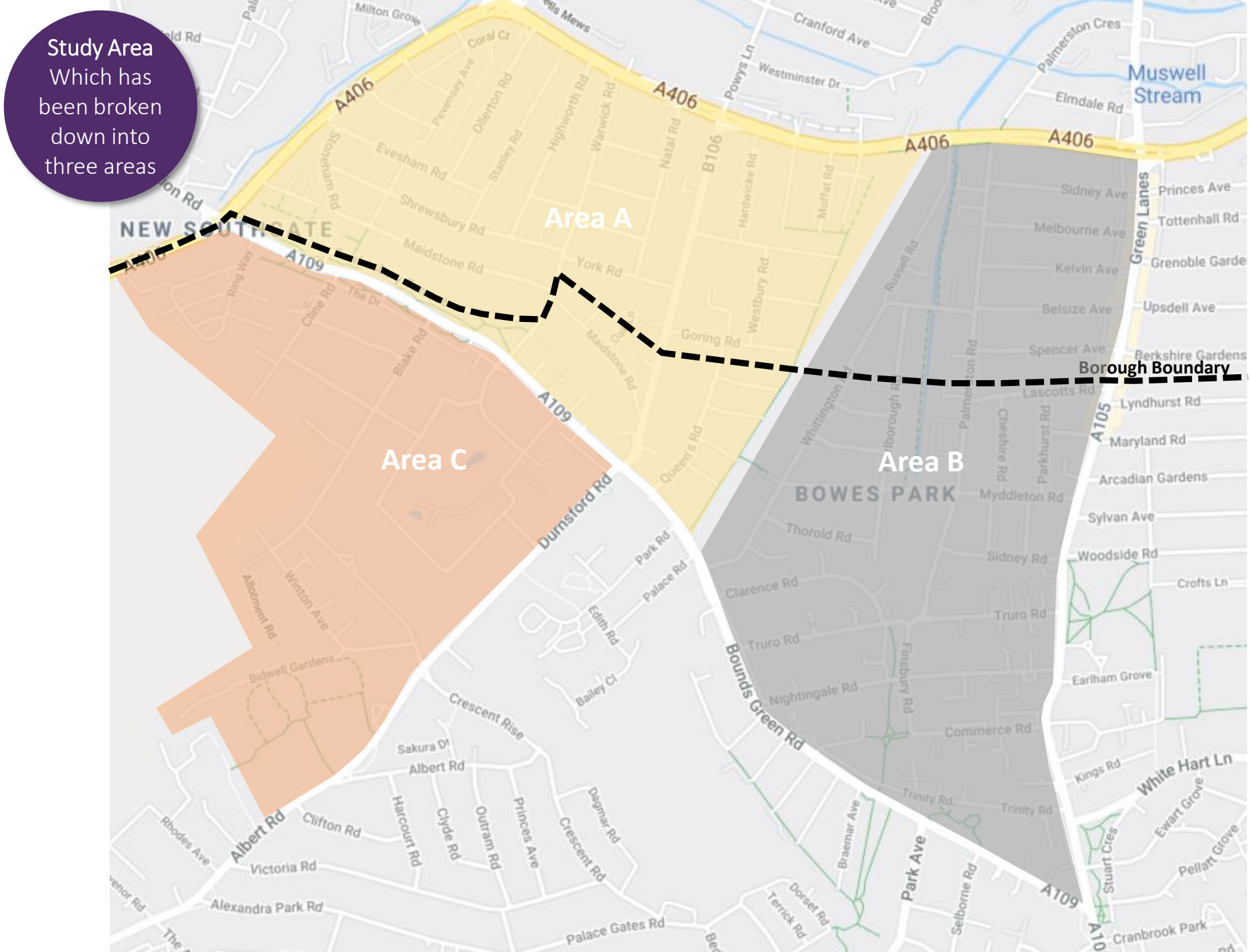
bristol@nrpltd.com
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CIHT Corporate Partner

Introduction

- Enfield Council introduced the Bowes Primary Area Quieter Neighbourhood scheme (covering Areas A and B in the following slide) in 2020 as a trial. Haringey Council are looking to enhance the scheme by implementing additional measures as part of the Bounds Green Low Traffic Neighbourhood (LTN) across Areas A, B and C (shown in the following slide).
- A high-level traffic assessment has been undertaken for the area to assess the potential impacts of the proposed Bounds Green LTN being delivered by Haringey Council. Enfield Council has a monitoring programme for the Bowes Quieter Neighbourhood scheme which will report on the impacts of that scheme.
- A Quieter Neighbourhood, or Low Traffic Neighbourhood is where traffic movements across an area are restricted for motor vehicles, because residential streets are being used as through routes instead of the main roads, which is often referred to as rat-running. Introducing a Quieter Neighbourhood, or Low Traffic Neighbourhood helps to create safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather.
- This is done by introducing modal filters (road closed to motor vehicles) at strategic points in the area.
- Access to all addresses for all vehicles is maintained but residents and visitors who drive may have to use a different road to access their address or destination.


Study Area
Which has been broken down into three areas
Area A
Area B
Area C
Borough Boundary
A406
A109
A105
B106
NEW SOUTHGATE
BOWES PARK
Muswell Stream
Green Lanes
Durnsford Rd
Bounds Green Rd
Albert Rd
Park Ave
White Hart Ln
Milton Grove
Cranford Ave
Palmerston Cres
Elmdale Rd
Sidney Ave
Princes Ave
Tottenhall Rd
Melbourne Ave
Kelvin Ave
Grenoble Garde
Belsize Ave
Upsdell Ave
Spencer Ave
Berkshire Gardens
Lyndhurst Rd
Maryland Rd
Arcadian Gardens
Sylvan Ave
Woodside Rd
Crofts Ln
Earlham Grove
Coral Ct
Pevensey Ave
Ollerton Rd
Highworth Rd
Warwick Rd
Natal Rd
Hardwicke Rd
Moffat Rd
Powys Ln
Westminster Dr
Evesham Rd
Stanley Rd
Shrewsbury Rd
Maidstone Rd
York Rd
Goring Rd
Westbury Rd
Queen's Rd
Russell Rd
Whittington Rd
Cheshire Rd
Parkhurst Rd
Lascotts Rd
Myddleton Rd
Thorold Rd
Sidney Rd
Clarence Rd
Truro Rd
Nightingale Rd
Commerce Rd
Trinity Rd
Kings Rd
Braemar Ave
Selborne Rd
Stuart Cres
Ewart Grove
Pellatt Grove
Cranbrook Park
Ring Way
Cline Rd
The Dr
Blake Rd
Allotment Rd
Winton Ave
Bidwell Gardens
Park Rd
Palace Rd
Edith Rd
Bailey Cl
Crescent Rise
Sakura Dr
Albert Rd
Clifton Rd
Harcourt Rd
Clyde Rd
Outram Rd
Princes Ave
Crescent Rd
Dagmar Rd
Rhodes Ave
Victoria Rd
Alexandra Park Rd
Palace Gates Rd
Dorset Rd
Terrick Rd
Stonehamm Rd
Finsbury Rd

Introduction

- The Bounds Green LTN measures will be implemented as a trial so that detailed monitoring of the impacts can be assessed once the scheme is in place, and changes can be made in the first 12 months to make the area work better.
- The following slides provide an assessment on the potential impacts on motor traffic as a result of the implementation of the proposed Bounds Green LTN trial scheme.
- Through (sometimes referred to as 'rat-running' traffic) is traffic passing through an area that does not have a start point (origin) or end point (destination) in the area, and is therefore simply passing through, because the route represents the quickest journey. These types of trips have increased over recent years with the use of mapping software such as Google Maps and Waze, directing traffic away from strategic roads and onto minor roads, which in some cases are not suitable for the volumes of traffic they are currently experiencing.
- Due to the COVID-19 pandemic it has not been possible to undertake accurate origin and destination surveys that record the levels of through/rat-running traffic within the study area. Therefore, historic data from 2016 and 2017 has been used to assess the potential impacts of the Bounds Green LTN scheme. This data has been analysed with this assessment reporting the impacts during the AM rush hour (8-9am) and PM rush hour (5-6pm).
- Experience from other LTNs introduced in London in 2020 has shown that after a few months of 'settling in period', the overall traffic levels reduced. The evidence suggests that some drivers shift to other modes like walking, cycling or using public transport or travel at different times of the day, or have stopped/reduced commuting (e.g. work from home).
- This assessment is only a prediction of the Bounds Green LTN. Haringey Council will be undertaking monitoring surveys over a 6-12 month period, once the trial scheme is implemented, which will provide an accurate understanding of the impacts of the scheme. This will be compared to baseline surveys being carried out in September 2021. The monitoring will capture data on traffic and pedestrian flows, bus journey times, emergency service response times and air quality.

Origin & Destination Data Collection

- Origin and destination surveys are surveys that record the entry and exit point of each vehicle passing through an area.
- This is done by number plate recognition and identifies where each vehicle enters and leaves the area. The time taken to pass through the area is also recorded, so we can determine whether a vehicle has passed through the area without stopping, or has stopped in the area.
- Due to the COVID-19 pandemic it has not been possible to undertake accurate origin and destination surveys. Therefore, historic Origin and Destination surveys have been used for Area A (2017) and Area B (2016), to undertake an assessment of rat-running routes through the area, with 2021 traffic counts used for Area C.
- This data has been used to estimate the volumes of traffic that will no longer be permitted to travel through the area and therefore reassign onto the wider. The assessment has been carried out for the busiest hours of the day, the AM peak and PM peak periods.

Reassignment assessment

- Assumptions have been made on the alternative routes traffic could make, if the routes through the area are no longer permitted.
- From the available data, it is not possible to understand the start and end point of all journeys, the data just tells us the entry and exit points through the Bounds Green LTN. Therefore, assumptions have been made on alternative routes based on engineering judgement and using tools such as Google Maps to look at average journey times for alternative routes, with the traffic reassigned onto the nearest available route.
- For some reassigned routes, traffic is expected to reduce on some sections of the boundary roads, whilst increasing on other roads.

Reassignment assessment

- For the purposes of this initial assessment a 'worst case scenario' has been assumed showing the impacts if all motor traffic reassigns. However, evidence from other similar LTN schemes across London shows there has been an overall reduction in motor traffic in those areas, for the following reasons:
  - People choose to travel by different mode – bus, walk, cycle.
  - People link their trips, e.g. rather than going to the shops and back, or work and back, they will combine trips reducing the overall number of vehicles on the road.
  - People on longer trips choose other strategic routes outside the area.
  - People choose to travel at different times of the day.
- The boundary roads are already busy at peak times so can only take a limited amount of additional motor traffic and therefore additional motor traffic beyond that limit will disperse onto the wider network.
- Borough and London wide strategies also support a mode shift away from the private car, such as the ULEZ extension, Haringey's Walking and Cycling Action Plan and Enfield's Healthy Streets programme and the Mayor of London's Transport Strategy.
- The COVID-19 pandemic is also likely to affect how people work and commute, with more home working for example, which may reduce traffic across the network.
- The following slide shows the assessment of the predicted impact of the proposed Bounds Green LTN scheme, assuming COVID-19 travel restrictions are not in place, compared to the current road layout with the Bowes Quieter Neighbourhood in place.

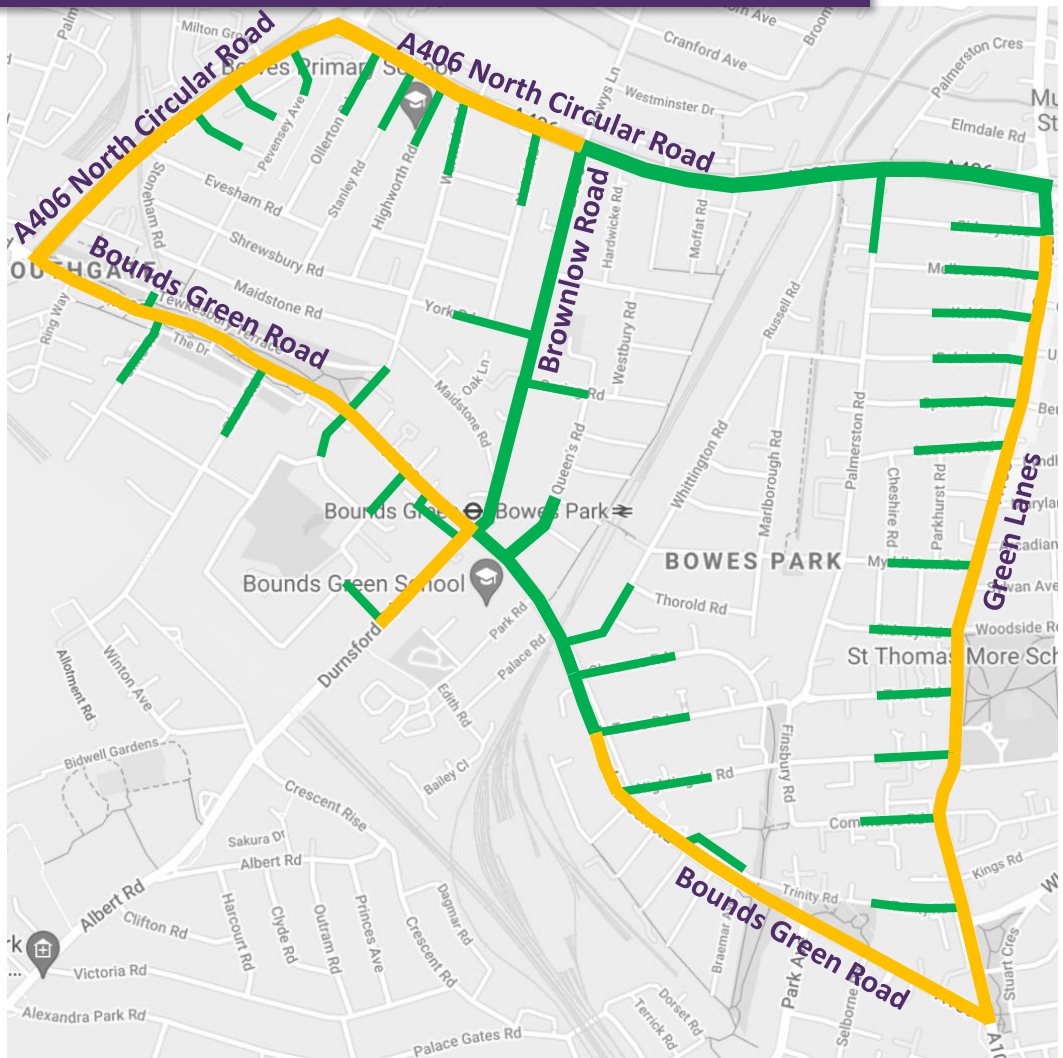
Change in traffic in the AM & PM Peak

KEY

Reduction or neutral impact

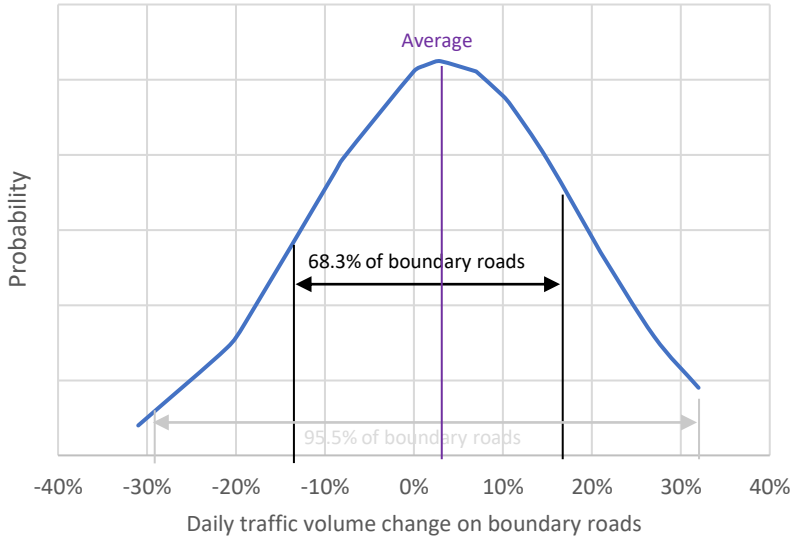
0-25% increase in traffic

The plan indicates the estimated percentage changes in motor traffic flows between the current situation (with the Bowes Quieter Neighbourhood in place) and the proposed Bounds Green LTN. The assessment assumes all traffic reassigns onto the nearest available alternative route, which are the boundary roads on the edge of the LTN area. This assumes the boundary roads are able to accommodate this additional traffic.



Potential impact on boundary roads

- The plan on the previous slide shows that some boundary roads are likely to see decreases and some roads likely to see increases in traffic, with all the internal roads expected to see a reduction or neutral impact as a result of the scheme.
- Analysis undertaken by Sustrans on 6 LTN trials across London shows that, after 6 months, significant change in travel patterns takes place.
  - After 6 months, traffic volumes on boundary roads have been a mixed picture.
  - On average, daily traffic volumes on boundary roads increased by 3% compared to before the trial.
  - In the worst case, daily traffic flow on one boundary road increased by 32%.
  - In the best case, daily traffic flow on one boundary road saw a reduction of 31%.



N.B. Data based on 6 months monitoring reports across 6 trial schemes, for a total of 21 boundary roads. Data has been adjusted to account for underlying changes in traffic volumes due to COVID-19.
The 6 schemes are: Walthamstow Village, St Peter's, Canonbury East, Railton, Oval and Tulse Hill.

Graphic supplied by Sustrans.

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Equality Impact Assessment

Bounds Green Low Traffic Neighbourhood

Introduction

With a population of 8.7 million, London is now larger than it has ever been and it is forecast to grow further, to 10.8 million people by 2041. This is expected to generate more than six million additional trips each day so more journeys will need to be taken on foot, by bicycle or on public transport, the most sustainable forms of transport. London's population is also living longer. This means there will be a greater proportion of older people who need to remain physically active for their wellbeing and quality of life but also to relieve pressure on healthcare services.

People walking in London's most deprived areas are more than twice as likely to be injured by a motor vehicle 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 those in other age groups and the number of children killed or seriously injured in cars increased as recently as 2016. Black, Asian and no-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[1].

Alongside road danger, air pollution is an invisible but acute threat to children's health. Around 1 in 3 babies are growing up in areas of the UK with unsafe levels of particulate matter – that's nearly 270,000 babies under the age of 1 in the UK[2]. Toxic exhaust pipe emissions damage children's growth and leave them with lasting health problems (it should be noted that harmful particulate matter is also produced by tires and brake linings which includes those fitted to electrically powered motor vehicles). In 71% of UK towns and cities, children are breathing unsafe levels of air pollution[3].

[1] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf

[2] https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf

[3] Unicef – Healthy Air for Every Child https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf

Low Traffic Neighbourhoods (LTNs) form a key part of Haringey's draft Walking and Cycling Action Plan[4] which sets out how to make the borough a more attractive place for residents, businesses and visitors, by enabling more walking, wheeling[5], cycling and public transport trips; whilst reducing motor traffic overall. Motor vehicle-centric street design disproportionately impacts those with the lowest levels of motor vehicle access and household incomes[6] and by introducing well designed LTNs we can create streets that enable more walking, wheeling and cycling for those who benefit the least from traditional, passive traffic management approaches. In addition, research has shown that LTNs are able to reduce car ownership per household over time[7], leaving more traffic capacity for those who have little option but to drive local trips.

Equality Impact Assessment

A local authority may undertake an Equality Impact Assessment (EqIA) around significant changes to a policy or service that could have a disproportionate impact on individuals or groups that share a protected characteristic under the Equality Act 2010. The Equality Act 2010 introduced the Public Sector Equality Duty. This requires all public bodies, including local authorities, to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

The nine protected characteristics as defined by the Equality Act 2010 are as follows:

— Age
— Disability
— Sex or gender
— Gender reassignment
— Marriage and civil partnership
— Religion or belief
— Race
— Sexual orientation
— Pregnancy and maternity

It may also be appropriate to consider the impact of the proposal on other groups not protected under the Equality Act including parents/carers and/or socio-economic groups.

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[4] Haringey's Draft Walking and Cycling Action Plan https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy/draftwcp

[5] 'Wheeling' – in this context meaning anyone using a mobility aid such as a wheelchair, wheeled walking aid (e.g. Rollator) or 3 or 4-wheeled mobility scooter; 'wheeling' also includes others such as children using push-scooters and parents/carers using buggies and pushchairs.

[6] Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries
https://www.sciencedirect.com/science/article/pii/S2214140517306308

7 https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions

Haringey Council intend to adopt socio-economic status as a local protected characteristic to inform future policy making[8].

An Iterative Approach

As per Transport for All's manifesto for 'EqIAs in Action'[9], all efforts should be made to ensure the EqIA is part of a public engagement process and be treated as an iterative document. The EqIA should continue to be updated with feedback and any planned impact mitigations throughout the lifetime of the project including during the trial phase. As such, the analysis undertaken in this document represents a starting point for understanding the impacts of the LTNs on residents with protected characteristics. We recognise that in the past the EqIA process has been viewed by some as a 'tick-box' exercise and that, as a whole, the transport planning sector must move towards a consultative approach to such assessments. We are aiming for a process whereby the lived experiences of people with protected characteristics are reflected in the approach to design and that where possible impacts are planned for or responded to during the trial period.

Public Engagement Timeline

— February 2021 – Perception survey for residents of all three LTN project areas (Stage 1 Engagement)

— March 2021 – Online public briefings for each project area

— May 2021 – Stakeholder mapping exercise begun with focus on local groups representing those with protected characteristics (see appendix)

— May 2021 – Series of public collaborative design workshops, online

— May 2021 – Key stakeholder design workshop, online (Stage 2 Engagement)

— June 2021 - Workshop with Disability Action Haringey and Wheels for Wellbeing

— July 2021 - Disabled Persons and Carers Survey running from Monday 10 May to Wednesday 1st September 2021.

— August-September 2021 - Public consultation (Stage 3 Engagement). All postal addresses written to with details of proposals and survey. This will include translation offer and accessible format options

[8] https://www.minutes.haringey.gov.uk/documents/g9971/Public%20reports%20pack%2022nd-Jul-2021%2018.30%20Cabinet.pdf?T=10 (page 121 of the document, pg.115 of the report)

[9] Paving The Way for inclusive streetspace: our manifesto for 'EQIAs in Action' https://www.transportforall.org.uk/news/paving-the-way-for-inclusive-streetspace-our-manifesto-for-eqias/

— August-September 2021 - On-street pop-up (informal) engagement, evenings and weekends

— August-September 2021 - On-street engagement outside school sites to hear from children, parents and carers during consultation period

— August-September 2021 - Face to face visits with local businesses

Whilst we have had success collaborating with Haringey Disability Action and Wheels for Wellbeing, there are more local groups representing and working with people with protected characteristics from whom we have yet to hear (please see appendix for the groups we have written to). As such work on this EqIA should continue throughout the project lifecycle and beyond to ensure that projects include and improve the situation for those people who are heard from less often.

Perception Survey Results

In February 2021, online perception surveys[10] were launched for each project area providing residents with an opportunity to leave location specific comments about their experiences moving around the project area.

— 1,484 people visited the site and there were 649 confirmed respondents who left comments or 'Agreements'.

— The most common issue raised by respondents was 'Air Quality Concerns' accounting for 53% of all comments and agreements, followed by 'Traffic Congestion' and 'Traffic Volume'.

— The most common suggested improvement from respondents was "Reduce Traffic Volumes" accounting for 38% of all comments and agreements, followed by "Measures to Improve Air Quality" and "Reduce Traffic Speeds".

— The principal geographical hotspot for comments was on Brownlow Road, followed by Woodfield Way, Winton Avenue, and Clarence Road/Truro Road/Finsbury Gardens.

Reviewing Research

In addition to the insights which will be gathered during our programme of public engagement, we have reviewed a number of documents including Transport for All's recent

[10] Haringey Bounds Green Perception Survey Analysis
https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_bounds_green_commonplace_report_v2.0.pdf

'Pave the Way' report[11]. This and existing guidance[12] on best practice for designing accessible street-space informed our approach to this assessment. Research shows that people with different characteristics have different needs and experience the urban environment in ways that are both unique and that intersect with the needs of other characteristics.

Whilst reviewing existing research, it became apparent that the relationship between the street environment and some characteristics is better understood than that of others. For example, it was found that a significant amount of research exists around how people with mobility challenges experience their street environment, whereas more research may be needed around how people with different sexual orientations experience the street environment.

Why do we need Low Traffic Neighbourhoods (LTNs)?

According to Department for Transport data, between 2010 and 2019, the number of miles driven on Haringey's roads increased by 73,000,000[13]. With 57% of Haringey households having no access to a private car or van at last census, enabling more affordable and sustainable transport for short trips is essential to improving air quality, reducing road danger and managing motor traffic congestion. Whilst motorised transport has provided some benefits to society, the costs are high and often born by those who benefit the least. Increasing motor traffic dependency has led to a raft of damaging outcomes including physical inactivity, community severance, air pollution, social isolation and a collapse in childhood freedom. Over the decades, urban minor roads (often referred to as side roads or back streets) have become little more than short-cuts for motor traffic, a situation exacerbated by the upturn in use of in-car satellite navigation technology (sat-navs). Sat-navs have enabled drivers to choose minor roads to bypass congestion and queues on main routes especially around signalised junctions.

Streets welcoming to walking, wheeling and cycling

The LTN approach aims to restore urban minor roads to their original low-traffic, resident oriented status by removing through motor traffic. Evidence of the success of this approach continues to emerge from other London boroughs[14], with fresh data showing overall motor traffic reductions, increased walking rates and reductions in crime. Subject to consultation,

[11] Pave the Way, Transport for All https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/
[12] 'Creating better streets: Inclusive and accessible places', Chartered Institution of Highways & Transportation, 2018 https://www.ciht.org.uk/media/4463/ciht_shared_streets_a4_v6_all_combined_1.pdf
[13] https://roadtraffic.dft.gov.uk/local-authorities
[14] St Peter's People Friendly Streets trial, Results from 6 month monitoring report (Islington) https://www.islington.gov.uk/~/media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20202021/20210310stpeterspeoplefriendlystreetsinterimmonitoringreport.pdf

the project will introduce motor vehicle access changes to minor roads across the project area in order to achieve a wholesale reduction in the number of motor vehicles movements. Residents will retain access to their homes in their cars. This will in turn greatly increase the overall number of streets which are attractive to walking, wheeling and cycling, with associated improvements for public health and community cohesion[15]. Over time, fewer short, driven trips will be made, reducing congestion on main routes benefitting bus users and other essential services.

Key outcomes for an LTN project

— Reduction of road danger and improved perceptions of road danger

— A built environment that enables people to walk, wheel and cycle more

— Significantly reduce through motor traffic on minor roads, improving air quality

— Create opportunities to improve the accessibility and inclusivity of public spaces through design

LTNs introduce greater priority for pedestrians on minor roads, supporting social distancing and enable more cycling for local trips, further serving to reduce pressure on public transport. Haringey's LTN designs ensure all properties and addresses remain accessible by motor vehicle, however, routing may change for some trips depending on destination. The shortest driven trips will not be impossible however they may become less convenient effectively nudging those who can to walk, wheel or cycle more often. Driver access has been observed to improve in existing LTN's as resident drivers are not in conflict with through traffic on narrow roads. This also applies to bus services using the minor road network. There is potential for local people and local businesses to make use of spaces reclaimed from fast moving motor vehicles, for informal gatherings of neighbours and for children to experience a restored freedom too.

What is a Modal Filter?

As part of the LTN, 'Modal Filters' will be introduced to a limited number of streets within the project area, maintaining access for residents but limiting vehicle movements to those that require access to addresses within the project area i.e. access-only streets. Modal filters have been in use across London for decades and examples can be found in and close to the project area. Modal Filters in this case will be a mix of physical bollards or planters and camera-controlled locations as agreed with the emergency services.

[15] Driven to excess: Impacts of motor vehicles on the quality of life of residents of three streets in Bristol UK https://uwe-repository.worktribe.com/output/968892

— Modal filters can be a physical structure in the street (e.g. bollards, planters) or be controlled by automatic number-plate recognition (ANPR) cameras.

— Motor vehicle users will be able to access filtered roads from either end, however, the filter will prevent vehicles passing through by way of a short-cut.

— Camera-controlled modal filters are designed to favour emergency services vehicles, buses with those walking, wheeling and cycling with all able to pass through. Bollard controlled filters allow those walking, wheeling or cycling to pass through.

— As far as possible, low-cost, adaptable features will be used to effect these access changes, whilst their temporary nature allows the highway authority to amend and improve the layout based on monitoring and feedback from residents.

Evidence and Assessments

This assessment benefits from the research data presented in Transport for London's (TfL) 'Travel in London: Understanding our diverse communities' report which was updated in 2019, so for any references in this section without footnotes please refer to this document[16]. The report was commissioned by TfL to identify the barriers faced by London's diverse communities when accessing transport.

London of Borough of Haringey

Haringey's residents are highly diverse and the 'State of the Borough' profile[17] released in April 2021 helps us to understand the community better. During the Covid-19 lockdown in 2020, TfL calculated that Haringey had the potential to see a 57% increase in motor vehicle trips if owners switched public transport trips to driving following the first lockdown[17]. An increase in traffic of that magnitude would lead to unacceptable delays to emergency and essential services in Haringey, as well as delays to those who rely on motor vehicles for mobility and would likely be damaging to the local economy too. As such, LTNs enable alternatives to short, driven trips.

— 38% of Haringey residents are from Black, Asian and ethnically diverse groups and 26% identify as "white other". Over 180 languages are spoken in Haringey.

[16] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

[17] Haringey at a Glance – State of the Borough https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

— 1 in 5 adults in Haringey have high blood pressure and a third of residents are not getting enough physical exercise

Age - Including the experiences of young people (age 18 and under) and older people

Bounds Green LTN project spans both Bounds Green and Alexandra wards. Bounds Green ward's overall population spread mirrors that seen in Haringey more widely, with just under half of residents aged 20-44 (43.4%), and a small proportion aged 65+ (9.7%). However, Alexandra ward has a broadly older population compared to other Haringey wards, with a larger than average proportion of residents aged 45-64 (27.2%, the largest proportion in the borough) and a larger than average proportion aged 65+ (13.6%). It should be noted though that these figures are skewed somewhat by the low population density in Alexandra ward due to large amount of green space.

What we know about young people

— There are 56,718 children in Haringey aged 0-17 years, representing 21% of the population.

— More 11-17 year olds walk to school in Haringey than in any other London borough (64% mode share)[18]

— In Haringey, 3.3 times more primary school children walk to school than are driven to school[13]

— Walking is the most commonly used mode of transport by younger Londoners (97% of those aged 24 and under walk at least once a week compared with 95% all Londoners)

— Air pollution disproportionately impacts on children living in deprived parts of Haringey[19]. In actual fact, the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas

Schools within Bounds Green project boundary

— Trinity Primary Academy

— St Martin of Porres Primary

— Greek Secondary School, Trinity Road

[18] TfL Streetspace Guidance, Appendix 7 – Case-making Data for Boroughs https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding
[19] https://www.haringey.gov.uk/sites/haringeygovuk/files/air_pollution.pdf

Schools within a short walk of project boundary

— Bounds Green School

— Bowes Primary School

— Alexandra Park School

— Rhodes Primary School

— Earlham Primary School

— Broomfield Secondary School

— St Michael at Bowes Church of England Junior School

— Tottenhall Infant School

— St Thomas More School

— Saint Paul's Roman Catholic Primary School

Assessment

The travel mode of children has changed significantly over the last 30 years, with rates of active travel amongst children collapsing and associated health inequalities soaring. Despite this walking is still the most frequent travel mode for young people in Haringey. Research shows that LTN's implemented in London in 2020 have cut motor traffic related injuries by half [20] with particular benefits for walking trips. With 21% of Haringey being aged 17 or under, this is a group that can be particularly affected by changes to street space. Up until secondary school age, to larger extent, parents determine how children travel and as such may restrict children from being active due to perception of danger from sources such as motor traffic.

Road Danger - Data shows that for each mile driven on a minor urban road, results in 17% more killed or seriously injured pedestrians than a mile driven on an urban A road[21]. As LTNs specifically target through motor traffic on minor roads, this design approach particularly benefits younger people as they walk often and leaving more vulnerable to danger posed by motor vehicles on minor roads. In addition, perceptions of road danger have a significant impact on parental decision-making around how children travel but also their freedom to roam in general. Road danger can be quantified in terms of numbers of collisions on the street,

[20] https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries

[21] Motor traffic on urban minor and major roads: impacts on pedestrian and cyclist injuries https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068

whilst perceived levels of road danger are based on the observations of individuals and their own experiences such as near misses whilst crossing the road and volumes of motor traffic on streets without crossings and with poor sightlines.

Walking trips - Walking is the most frequent mode of travel for young people and children, as such increasing the number of minor roads with very low road danger across an area can help to protect a group who are already travelling actively regularly[16]. Children use minor roads to connect to and between major roads where many destinations lie and as such an LTN can provide a low-danger walking network for those who walk often. As such LTNs broadly protect protected groups who frequently walk (or use footways) which includes younger people. It is recognised that it may not be possible to radically reduce motor traffic on all roads simultaneously and that other measures that encourage walking and cycling are needed for main routes. These may include controlled crossings, footway widening and kerb protected cycleways, all of which would benefit those protected by the age characteristic.

Air Pollution - Air pollution particularly impacts on children living in deprived areas. Evidence shows that the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas. Research in boroughs who have introduced wide-spread measures to enable active travel including LTNs shows that significant increases in air quality can be expected[22].

School Streets - Haringey Council are planning two School Streets projects in the Bounds Green project. A School Street restricts motor vehicle movements around a school site at drop-off and pick-up times. A School Streets trial at a primary school in Eltham resulted in a 54% reduction in cars driving to school, a 27% increase in cycling and 9% increase in scooting. School Streets are generally controlled by ANPR cameras and aim to protect children from road danger and enable more children and parents to walk, wheel or cycle to school.

Traffic Reduction - When an LTN is introduced evidence shows that overall traffic volumes fall in the longer term within the LTN[23]. However, in the very short term, there may be some increase in driver queues at some main road junctions at certain times of the day. This may initially lead to intermittent delays to bus services, which could impact on young people travelling. Longer term, evidence from other LTN schemes across London shows differential impacts[24]. The impact on the wider area is unknown at this stage and will be subject to ongoing monitoring in order to inform implementation.

[22] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf
[23] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[24] https://www.haringey.gov.uk/sites/haringeygovuk/files/bruce_ta_0.pdf

Mitigation

School leaders are key stakeholders and the delivery team have met with them on several occasions so far ensuring communication channels are open as early as possible. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary.

What we know about older People

— Haringey has 28,632 residents aged 65+ (11% of total population)

— Walking is the most frequently used type of transport by older Londoners aged 65 and over (87% walk at least once a week). 65% travel by bus, 43% drive a car at least once a week and 41% travel by car as a passenger at least once a week

— Older Londoners (14%) are less likely than Londoners overall (30%) to say they are worried about their personal security when using public transport. They are also less likely to have experienced a specific incident of worry when travelling in the past three months (13%, compared with 32% of all Londoners)

Assessment

Whilst walking is the most frequently used mode of Londoner's aged 65 and over[25], this assessment recognises that distances people can walk or cycle tend to reduce in the later years of life. Despite the project areas having a low proportion of residents aged over 65, this is still an issue that must be considered. Older people may find it difficult undertaking short distances on foot or using public transport, due to impaired mobility and/or poorly maintained footways.

Walking trips are common for older people in London, however some may be dependent on motor vehicles for longer trips such as visits to healthcare providers such as the NHS Mobility Solution Centre (MSSC) on Edwards Drive N11. Schemes which change motor vehicle access could have a negative impact on this group such as increased journey times under peak flows or disruption for roadworks or collisions on main routes. However, in the proposed Haringey LTN designs, all local amenities and homes do remain accessible by motor vehicle, although some rerouting may be required depending on origin or destination.

[25] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

Initial mitigations for these risks include our programme of written communications and public engagement to notify people of the changes, and directing residents to advice and information where necessary. Ongoing monitoring of the LTN projects will be important to update this assessment and to develop more specific mitigations where necessary.

Disability - Including the experiences of people with long term health conditions

The UK national census asks people if they have a long term disability that impacts on their daily lives as a proxy for assessing disability rates in the population. We are still awaiting the data for the 2021 Census but 2011 census data shows that 14% of Haringey residents reported 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. At the time of the 2011 Census (2021 Census data has not been published at time of writing), in Bounds Green ward, around 16.9% of residents reported a limiting long-term health problem or disability. This is in line with the rates seen in Haringey (16.7%) and London (16.4%). Alexandra ward differs in that 13.1% of residents reported a limiting long-term health problem or disability. This is substantially lower than the rate seen in Haringey (16.7%) and London (16.4%) more widely, and the fourth lowest rate of all Haringey wards.

What we know about disabled people

— Disabled Londoners use a wide variety of transport to get around the capital. The most common are walking (81% at least once a week), bus (58%), car as a passenger (42%) and car as a driver (24%).

As a whole, 14% of Londoners report living with a disability that impacts on their daily lives. It is recognised that the term ‘disability’ is an exceptionally broad one and includes people with physical, sensory and cognitive impairments. Broadly we expect the LTN to benefit many disabled people as they tend to be regular footway users and the project will create many more low road danger streets, quieter and easier to cross. However we recognise that will not be the case for all.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

Many disabled people have mobility impairments, and some are wheelchair users meaning quality of footway surface and presence of obstructions is also key to accessibility. For example; manual wheelchair users need sufficient space to be able to propel their chair along

a footway, people who walk with sticks or crutches also need more space than a non-disabled walker.

— 82% of disabled Londoners walk at least once a week compared with 96% of non-disabled Londoners and 56% walk five or more times a week compared with 86% of non-disabled Londoners.

Disability can affect locomotion, seeing, hearing, reaching, stretching, dexterity, and cognitive functions, but these categories are not exhaustive, or mutually exclusive; many disabled people, particularly older people, have more than one impairment. For example, getting in and out of a car can be difficult and painful for some disabled people, particularly those with arthritis, rheumatism and back problems; and uneven walking surfaces, gaps between paving slabs can cause difficulties for people using sticks and crutches, visually-impaired cane-users and wheelchair users.

In the short to medium-term, for driven trips that previously relied on minor roads to avoid major roads, disabled people may find journey times vary but this will be dependent on time of day, origin and destination as well as factors such as unforeseen, disruptive incidents on main routes which are common in the capital.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

— 84% of disabled Londoners report that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday).

— 34% of disabled Londoners have household income of less than £10,000 compared with 10% of non-disabled Londoners.

— Disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% compared with 25%).

— Disabled Londoners are no more likely to live on a main road that those who do not consider themselves disabled. Analysis in 2020 shows that in Outer London 91.4% of Londoners who report a mobility impairment live on minor roads, compared with 91.1% of those who report no issue with mobility.

Assessment

According to analysis of the UK's National Travel Survey, disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability.

LTNs create many more 'low road danger' streets and easier crossing which particularly benefits high risk groups like disabled people[26]. Whilst the most frequent mode of travel reported by disabled Londoners is walking, it must be recognised that for some, travelling actively may pose a significant challenge due to lack of specialist equipment (often costly), or being discouraged by stigma. For people with mobility-related or visual impairments the quality and design of the built environment can have a considerable impact on both sense of freedom but also on mental health and wellbeing. Intuitive street layouts, places to rest, formal crossings and smooth, wide footway are essential if we are to better include everyone in public life. Improved drop-kerbs, new formal crossings and removal of street obstacles should be considered as part of a low traffic neighbourhood type project. The RNIB report that walking is the main mode of travel for blind and partially-sighted people, many of whom who will have fewer transport options available to them than others[27].

It is also important to recognise that formal crossings (e.g. zebra) are generally only necessary where motor traffic flows are high relative for the street type so, for some users, converting a street to access-only may allow a safe crossing experience without expensive infrastructure, due to very low vehicle flows. 90.2% of low income Outer Londoners live on minor roads[28] but many are less than accessible due, in part, to through motor traffic often travelling at speeds inappropriate to the street environment.

Mitigation

The Council has been developing a relationship with Disability Action Haringey (DAH) and they have been key in bringing in other stakeholders to feed into project development. We recently completed a 'roll-around' audit of the nearby Bruce Grove LTN project area with mobility aid users who provided feedback around footway hazards, personal security and general accessibility around minor roads. We are now working with DAH to identify service users from the Bounds Green project area who may be able to volunteer for a similar audit. Subject to consultation, two new controlled crossings will be introduced as part of the Bounds Green LTN, one on Bounds Green Road by Gordon Road and one on Green Lanes by Arcadian Gardens.

Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. This engagement work is complemented by the ongoing Disabled Persons and Carer's survey that has been running since May 2021, paper copies of which are available from three libraries in the project area

[26] Disabled and low-income pedestrians at 'higher risk of road injury' https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury

[27] RNIB Travel Transport and Mobility https://www.rnib.org.uk/knowledge-and-research-hub/research-reports/travel-mobility-and-living-skills-research/travel-transport-mobility

[28] LTN's for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

until 1st September. 2021[29]. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary.

Ethnicity - Including impact relating to skin colour, nationality, language spoken and country of origin

Black, Asian and minority ethnic Londoners account for 40% of the London population. Haringey is the fifth most ethnically diverse borough in the UK. Over 65% of Haringey residents and nearly 81% of our school children come from non-White British communities, compared to 20% in England, 55% for London.190 different languages are spoken in Haringey's schools.

What we know about ethnicity

— Bounds Green ward has a larger proportion of residents whose ethnicity is White-Other (30.5%), compared to the wider Haringey population (25.9%)[30]. Whereas Alexandra ward has a larger than average proportion of residents whose ethnicity is White British (60%), compared to the wider Haringey population (34.7%). Those of White Other, Asian and Black ethnicity are under-represented in Alexandra, compared to other Haringey wards[31].

— Walking is the most commonly used type of transport by Black, Asian and non-white Londoners. (96% of Black, Asian and non-white Londoners walk at least once a week compared with 95% of white Londoners.)

— Black, Asian and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[32].

— Analysis in 2020 showed that in Outer London 92.5% of white Londoners live on minor roads compared to 90.6% of black Londoners. Data also showed 88.7% of Asian Londoners and 88.2% of diverse ethnic groups live on minor roads[33]

[29] https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey#disabled%20people
[30] Bounds Green Ward Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bounds_green.pdf
[31] Alexandra Ward Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_alexandra.pdf
[32] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf
[33] LTN's for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

— The use of cars among black, Asian and non-white Londoners is lower than for white Londoners; 32% of black, Asian and non-white Londoners drive a car at least once a week compared with 41% of white Londoners (33% and 43% respectively in 2013/14).

— Driving a car is higher among Asian Londoners compared with other black, Asian and non-white groups: 36% of Asian Londoners drive a car at least once a week compared with 27% of black Londoners (39% and 28% respectively in 2013/14).

— Cycling levels amongst black, Asian and ethnically diverse Londoners and white Londoners are very similar. 17% of black, Asian and non-white Londoners cycle in London at least sometimes compared with 18 % of white Londoners, in line with the proportions observed in November 2014 (18% and 17% respectively).

Assessment

With a high proportion of black, Asian and ethnically diverse Londoners residents making sustainable journeys (walking and bus trips), the reductions in road danger and increased pedestrian priority associated with LTN projects will provide conditions that broadly benefit these groups. Black, Asian and ethnically diverse Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads[34]. When we significantly increase the number of minor roads with infrequent motor vehicles movements it is likely to benefit these groups and lead to changes in desirable changes in behavior. Furthermore, Black, Asian and ethnically diverse Londoners are also less likely than white Londoners to say that they feel safe from road collisions when walking around London at night (60% Black, Asian and ethnically diverse people compared with 74% white). In the perception survey (February 2021) residents reported high rates of speeding drivers on minor roads and removing through traffic will help to change perceptions of danger and enable more walking, wheeling and cycling for the shortest trips.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys which began in February 2021 with the perception survey. The engagement programme has been designed to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey.

Established community groups and organisations representing different ethnic communities have been contacted and invited to participate in the various stages of engagement. If

[34] TfL Casualties in Greater London during 2014 http://content.tfl.gov.uk/casualties-in-greater-london-2014.pdf

requested, smaller feedback and discussion sessions can be facilitated with groups that have English as a second language to ensure communication is clear.

Over 180 languages are spoken by Haringey residents. 30% of Haringey residents do not speak English as their main language. This is the 6th highest rate in London and is above the statistical neighbour and London averages. Of those whose main language is not English in Haringey, one in four (24%) either do not speak English well, or do not speak it at all. This is the third largest proportion of all London boroughs, and is above the statistical neighbour and London levels as reported in Haringey at a glance[35].

All printed consultation materials can be requested in other languages. The project page can also be translated into other languages.

Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Gender

In London, the key demographic differences between women and men are employment status and household income. 37% of women are not working or are retired, with a further 14% employed part-time (compared to 21% and 6% of men respectively). Women are also more likely to be the primary carer of children at home including accompanying younger children to school. Both factors to influence the travel behaviour of women in London. In transport terms, women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter according to Transport for London data[36].

— Walking is the most commonly used type of transport by women (95% walk at least once a week).

— Women are more likely to use buses than men (62% compared with 56%), but are less likely to use other types of transport including the Tube (38% women compared with 43% men)

— Women are less likely than men to drive at least once a week (33% compared with 42%). However, they are more likely to be a car passenger (51% compared with 37% of men)

[35] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

[36] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

— Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices[31]

— Women are more likely than men to experience worrying incidents when travelling on public transport and are more likely to be deterred from using public transport more often by a number of different barriers including harassment[37]

— A higher proportion of journeys made by women are for shopping/personal business than men (25% compared with 18%)

— Women are less likely than men to be employed full or part-time, and this is reflected in the smaller proportion of journeys that are made for work purposes (25% compared with 38%)

The experience of women whilst travelling in London

14% of women report experiencing some form of unwanted sexual behaviour while travelling in London in the previous year (the equivalent figure for men is 6%)[38]. Furthermore, 41% of women who experienced an incident of unwanted sexual behaviour did not report it because they felt it was not serious enough[32]. Women cycling have reported experiencing a particular kind of harassment from other road users: that of a sexual nature, and sexist harassment stemming from indignation that a cyclist – and a female cyclist at that, doubly vulnerable and bold – is daring to get in the way of a driver[39]. The experience of female cyclists facing disproportionate harassment and bad driving was proven in research by University of Westminster[40]. That women were almost twice as likely as men to be subjected to frightening 'near miss' incidents whilst cycling seemed mainly linked to the lower average speed reported by female respondents, compared with the men who took part.

Assessment

Women frequently travel as pedestrians so delivering a network of pedestrian-friendly, low traffic streets via an LTN project is expected to make choosing to cycle a great deal more comfortable for women. Over the long run, it is hoped that enabling residents who drive to leave the car at home more often will also help to reduce the congestion on main routes, which impacts on bus journeys and as such benefits women who tend to travel by bus more than men. Women are more likely to be primary carers for children and so it should be recognised that some may rely on motor vehicles to transport children regularly. For example,

[37] Most women have been harassed on public transport https://yougov.co.uk/topics/legal/articles-reports/2020/01/22/most-women-have-been-sexually-harassed-london-publ

[38] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

[39] What are the barriers that particularly affect women? https://www.cyclinguk.org/article/campaigns-guide/women-cycling

[40] The Near Miss Project http://rachelaldred.org/wp-content/uploads/2019/03/Nearmissreport-final-web.pdf

to access specialist educational settings outside of the immediate neighbourhood and in some cases these trips may require re-routing or experience some variance in journey time following delivery of an LTN (dependent on origin and destination). However, as described above, the aspiration is that more residents will choose alternative modes of transport over the long run, as has been observed in other LTNs across London, resulting in a reduction in congestion for the remainder of essential journeys.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary.

Gender Reassignment -Where a person is a different gender to their birth gender

Between 2019/20 and 2020/21 there was a 10% increase in transgender hate crime in Haringey[41]. It is considered unlikely that transgender people will be unduly negatively impacted by the LTN project.

Assessment

It is unlikely that the introduction of an LTN will unduly impact gender reassigned people. However this iEqIA should be considered an iterative assessment document and should specific issues come to light they can be investigated, mitigation considered and actions recorded here.

Mitigation

Initial mitigations for these risks include the Council'sextensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to

[41] Haringey State of the Borough

https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Pregnancy / Maternity - When a woman gives birth or is breastfeeding (up to 26 weeks)

What we know about pregnancy and maternity

— Haringey's General Birth Rate (GBR) has generally decreased in line with London since 2001. The sharpest decrease was between 2010 and 2017 (26%).

— 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.

— Over half the infants born in Haringey in 2017/18 were being breastfed at 6-8 weeks after birth.

Assessment

Research indicates that motor traffic pollution is linked to poor pregnancy outcomes leading to children who more susceptible to disease later in life[42] and as such action to reduce motor vehicle reliance, including LTNs, will serve to better protect pregnant women and unborn children. However we also recognize that some women may need to travel by motor vehicle more often later in pregnancy including by bus and the LTN may cause some variance in journey times in the short term. However we also expect that in the medium to longer term a reduction in driven trips and therefore traffic congestion will favour those who need to make essential trips by motor vehicle or bus. In addition, research shows that physical activity such as walking or cycling can be an essential factor in the prevention of depressive disorders of women in the post-natal period[43] and there is good evidence that LTN's lead to people being more physically active[44].

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout

[42] Traffic pollution is linked to poor pregnancy outcomes https://www.bmj.com/content/359/bmj.j5511

[43] Physical Activity and the Occurrence of Postnatal Depression https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6780177/

[44] Low Traffic Neighbourhoods: what is the evidence from the mini-Holland interventions? https://osf.io/preprints/socarxiv/ebj89/

the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary.

Religion / Belief

Haringey is one of the most religiously diverse places in the UK. According to the 2011 UK Census, the most common religion was Christianity, accounting for 45% of residents, less than London (48.4) and less than England (59.4%). The next most common religions were Muslim (14.3%) – higher than London (12.3%) -and Jewish (3%). Haringey had a lower percentage of residents who were Hindu (1.8%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). A quarter of Haringey residents stated that they did not have a religion, higher than London (20.7%).

— Religion in Bounds Green ward mirrors Haringey more widely, with the largest proportion of residents (49%) identifying as Christian. This is a slightly larger proportion compared to Haringey as a whole (45%)[45].

— Compared to the rest of Haringey, Alexandra ward has a larger than average proportion of residents identifying as having no religion (37.8%), and among the smallest proportion of Muslim residents in Haringey (4.2%)[46].

Assessment

It is unlikely that the LTN project and associated changes to motor vehicle access will unduly impact people whose religion or beliefs are protected under the Equality Act. It should also be noted that this is an iterative assessment document and should specific issues come to light around people with protected characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to

[45] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bounds_green.pdf
[46] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_alexandra.pdf

advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Sexual Orientation

What we know about 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 6,491 residents[47].

Assessment

It is unlikely that the LTN project will unduly impact people with these protected characteristics however the reported reduction in crimes associated with these projects may serve to benefit this protected group[48]. It should also be noted that this is an iterative assessment document and should specific issues come to light around people with protected characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

[47] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

[48] LTN's show crime reduction evidence https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

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Appendix

Stakeholder groups contacted in 2021

Disability Action Haringey

Network for LGBT+ planning professionals

Mobility and Seating Solution Centre (MSSC)

Wheels for Wellbeing

Transport for All

The Alzheimer's Society Enfield

Enfield Disability Action

Enfield Vision

Bowes and Bounds Green connected

Bowes Park Community Association

Three Avenue's Residents' Association

Friends of the Green Bounds Green

Bounds Green Window Show

Friends of Springfield Community Park Nature Area

Waste Not Bounds Green

Bounds Green North Community

Alexandra Low Traffic Group SGV Cancer Support

Venture Club for the Blind and Partially Sighted

Haringey Phoenix Group (services for visually impaired people)

RNIB

Guide Dogs

JDA - deaf and hard of hearing

Mind Haringey

Haringey Learning Disabilities Centre

Haringey Autism

Young Onset Dementia Support Group (YoYo)

Haringey Over Fifties

Haringey LGBT Forum

Gingerbread Haringey

Haringey Families

Miller Memorial Methodist Church

Christ Apostolic Church Outreach DDC HQ

Igreja Evangelica Avivamento Da Fe

Potters House Christian Fellowship

Assunah Islamic Centre

Age UK Haringey & Enfield

DRS Care Homes

Trinity Heart Care homes

All people all places

North London action for the homeless

The Community Hub

The Bridge Renewal Trust

Bounds Green Foodbank

Bounds Green Mutual Aid

Carers First Haringey

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Page 1:

Haringey Streets For People

Public consultation for Bounds Green Low Traffic Neighbourhood

Tell us what you think
BoundsGreenLTN@Haringey.gov.uk

Page 2:

INTRODUCTION

Dear residents and businesses,
We are writing to ask for your views on the Council's proposals to deliver changes that will improve air quality, reduce traffic levels, enable safer walking and cycling in the Bounds Green LTN area.
As we emerge from the Covid 19 pandemic, how we move around the borough has never been more important. The Council declared a climate change emergency in 2018 which places tackling climate change at the heart of all its decisions.
The pandemic has shown us that more people are choosing to walk or cycle and spend time in their local areas and we want to support our communities to make healthier local journeys and create cleaner, safer streets for all to enjoy.
The Council is embarking on an ambitious programme to increase rates of walking and cycling in the borough and to improve air quality through reducing through traffic in residential areas and encouraging shorter local journeys to be taken by more sustainable modes. The wider programme is set out in the Council's Draft Walking and Cycling Action Plan which will be launched for public consultation this autumn 2021.

Overview plan of Bounds Green LTN: Area A, Area B and Area C demarcated.

Page 3:

WHAT ARE LOW TRAFFIC NEIGHBOURHOODS

Following engagement with local residents, stakeholders and schools we are proposing to introduce a trial Low Traffic Neighbourhood (LTN) in Bounds Green. Subject to your feedback to this consultation, the Bounds Green LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum period of 18 months.

A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This eliminates non-local through traffic in the area. Removing non-local through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather. Access to all addresses for motor vehicles is maintained, but residents and visitors may have to drive further, or use a different road to access their address.

A Low Traffic Neighbourhood is created by introducing modal filters at strategic points in the neighbourhood. We are planning to complement this by introducing school streets, additional crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?

Areas of Bounds Green suffer from high levels of (rat running) through traffic. This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing time to support children to walk and cycle to school safely and improve air quality outside the school gates.

We are proposing that the restrictions operate during the following dates and times:

- **8:30am and 9:30am**, and
- **2:45pm and 3:45pm**

The following groups can apply for exemptions to the school street:

- Residents who live within the School Street (2 per address)
- Blue Badge (Disabled) holders who require access to the street
- Businesses within the School Street (2 per address)
- Pupils of the school that have a disability that prevents them from walking or cycling to school

- Medical practitioner attending someone with an address in the School Street
- School bus/vehicle (only the school may apply)
- We are proposing to introduce these School Streets on a trial basis, to be reviewed after 12 months.

Page 4:

WHAT WE ARE PROPOSING

Modal Filters (trial)

These are points in the road that prevent motor vehicles from passing through but allow walking, cycling and wheeling. Modal filters will either be physical or the road will be left open for emergency access and may be enforced by cameras. As we are proposing a trial scheme, filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services.

New Pedestrian Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood.

School Streets (trial)

We are proposing to introduce trial school streets at two schools within the Bounds Green LTN. These are timed road closures outside of schools, usually at drop off and pick up time only. Residents will still have access to their streets during these times.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bounds Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

THESE CHANGES WILL

- Enable all local people to walk, cycle, play and live healthier lives: In 2019, 77% of trips in the borough were by foot, cycle or public transport, only 23% were by car. Only 40% of Haringey households own a car!
- Improve air quality outside the school gate
- Reduce road danger
- Make your streets quieter, healthier and cleaner
- Stop non local through traffic in particular on Queens Road, Nightingale Road and Winton Avenue
- Enable children to walk, wheel or cycle to school –reducing school run traffic while improving health, air quality and safety
- Enable Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041

Page 5:
HOW THIS MAY IMPACT YOU

- **Walking:** quieter, safer streets
- **Cycling and wheeling**: quieter, safer streets
- **Using public transport**: walking routes to/from bus stops within the LTN will be quieter and safer, while taxis will be able to access all streets
- **Disabled access**: there are no proposals to allow vehicles displaying blue badges to drive through the filters but we want to hear from you if you feel you have a specific need that requires access.
- **Driving and parking**: many journeys between the residential zones within the LTN will not be significantly affected, while others might be longer. Parking spaces will not be significantly affected
- **Emergency access**: not affected, but a different route may be necessary

High Level Transport Assessment
A review of the current Bowes Primary Quieter Neighbourhood, in LB Enfield, and feedback from the public indicates that some residential roads within Haringey's proposed LTN area have seen increases in traffic: In Area A – Queens Road, Area B – roads such as Truro Road, as well as roads within Area C. Our proposals eliminate through traffic on these roads within the LTN area. For the areas outside the LTN, the pandemic has made it difficult to capture levels of motor traffic and the future is uncertain. The assessment, based on very limited data, tells us that if the trial is introduced, we expect some traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home).
Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant

For more FAQs related to the Bounds Green LTN please visit:
www.haringey.gov.uk/low-traffic-neighbourhoods

WHAT WE HAVE DONE SO FAR
February and March 2021 - Engagement Stage 1 - Early Engagement: We invited local residents and businesses to take part in an online public survey, and join us for an online public meeting. Letters were sent to all addresses in the area and comments could be made by phone.
We asked residents to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in

Bounds Green neighbourhood. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the Bounds Green neighbourhood were:

- air quality concerns
- traffic congestion
- traffic volumes

The most common improvements suggested for the Bounds Green neighbourhood were:

- reduce traffic volume
- improve air quality
- reduce traffic speeds

May 2021 - Engagement Stage 2 - Community Design Workshops: We ran a series of online public workshops and stakeholder meetings for the Bounds Green LTN. The public workshops were open to all residents in the project area, and were attended by over 120 people. Letters were sent to all addresses in the area.
Attendees were able to comment on two design options for their area, and raise any potential issues or suggestions about the design. Based on their feedback, we have selected a design option to consult on.
We also launched a Disabled People and Carers Survey which we encourage responses to.
You can read more about the engagement at:
www.haringey.gov.uk/low-traffic-neighbourhoods

Page 6:
AREA A
We are proposing to introduce a physical modal filter on Queens Road (at the junction with Bounds Green Road).

Map showing proposed interventions in Area A

Page 7:
AREA B
We are proposing to introduce 5 modal filters at the following locations:
1) A modal filter with emergency access on Nightingale Road (between Finsbury Road and Clarence Road)
2) A physical modal filter on Truro Road (between Clarence Road and Finsbury Road)

3) A modal filter with emergency access on Whittington Road (south of the junction with Myddleton Road)
4) A physical modal filter on Marlborough Road (between Myddleton Road and Thorold Road)
5) A modal filter with emergency access on Palmerston Road (south of the junction with Myddleton Road)

As part of the trial, we are also proposing to reinstate the banned right turn out of Whittington Road into Bounds Green Road.

School Streets
(1) Trinity Primary Academy
We are proposing to temporarily close Trinity Road from High Road to Bounds Green Road. Finsbury Road will also be closed, up to and including the junction with Trinity Road. This will be closed to non-local motor traffic and will become a pedestrian and cycle zone for a short time at school opening and school closing times.
Trinity Road and Finsbury Road residents will still be able to access their properties during this time.

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.

Map showing proposed interventions in Area B

Page 8:
AREA C
We are proposing to introduce 4 modal filters at the following locations:
1) A diagonal modal filter with emergency access on Blake Road
(at the junction with Lynton Gardens/Churston Gardens)
2) A physical modal filter on Passmore Gardens (south of the junction with The Drive)
3) A modal filter with emergency access on Gordon Road (south of the junction with Bounds Green Road)
4) A physical modal filter on Rhys Avenue (at the junction with Durnsford Road)

School Streets
2) St Martin of Porres Primary School
We are proposing to temporarily close a section of Blake Road between Churston Gardens and Tunnel Gardens. We are also proposing to temporarily close Lynton Gardens.
These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents of Lynton Gardens and Blake Road (between Tunnel Gardens and Churston Gardens) will be able to access their properties during this time from the south of Blake Road and from Woodfield Way.

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.

Map showing proposed interventions in Area C

Page 9:
ADDITIONAL MEASURES
We are also proposing to introduce new crossings and cycle hangars across Bounds Green LTN. Unlike the modal filters and school streets, which will be introduced as a trial, we are proposing to introduce cycle hangars and crossings as permanent changes.

Crossings
We are proposing to introduce two new zebra crossings within the neighbourhood. These are:
1) A new zebra crossing at Bounds Green Road (by the junction with Gordon Road)
2) A new zebra crossing at High Road and between Arcadian Gardens and Maryland Road

Further design work will be needed to determine the exact location of the crossings.

Cycle Hangars
We are proposing to introduce 6 cycle hangars within the Bounds Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.
Local residents may rent a cycle hangar space by paying an annual fee and key deposit to Cyclehoop. For further information on cycle hangars and details of charges, visit*: www.cyclehoop.com*

We have received several requests for cycle hangars from residents across the area. Cycle hangars have been proposed on streets where we have received multiple requests.
We are proposing cycle hangars to replace parking bays outside the following addresses:

1) 3 Maidstone Road
2) 26 Queens Road
3) 50 Palmerston Road

4) 2 Palmerston Road
5) 21 Thorold Road
6) 8 Northbrook Road

WHAT HAPPENS NEXT
Your feedback in this consultation will help shape the changes we are proposing for the area and the phasing of the next steps:

AUTUMN 2021: Decision on next steps
We will consider your consultation feedback to decide on next steps.
AUTUMN 2021: Update
We will notify all residents and businesses on the outcome of the consultation.
AUTUMN 2021/WINTER 2021: Trial implementation (subject to your consultation feedback) and start of 6 months formal consultation.

- Modal filters and School Street proposals implemented as trial changes under an experimental traffic order
- Cycle hangars and new crossings implemented as permanent measures

SUMMER 2021 – EARLY 2022: Monitoring
Ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.
AUTUMN 2022: **Review**
Review of feedback and monitoring data to consider whether to make the trial changes permanent.
AUTUMN/ WINTER 2022: Decision
Decision on Bounds Green trial LTN.
AUTUMN/ WINTER 2022: Update
We will notify all residents on the outcome of the decision and the next steps.

HAVE YOUR SAY
We want to hear your views on the changes we are proposing for the area and the phasing. You can have your say online or by filing in the paper copy of the survey. **Please submit your response to this consultation no later than 17th September 2021. You can do this via one of the following three options below:**

Online
Fill in a questionnaire for the Bounds Green LTN which is found by following this link:
www.haringey.gov.uk/low-traffic-neighbourhoods

Post
Fill in your paper copy of the questionnaire and return it to the freepost address: **Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 225 High Road, Wood Green, N22 8HQ**

E-mail
Fill in the questionnaire and email it to:
BoundsGreenLTN@Haringey.gov.uk

In person
Visit one of the libraries below to fill in the questionnaire in person. You can also leave the completed questionnaire at the same library.
Marcus Garvey Library, 1 Philip Lane, N15 4JA
Coombes Croft Library, 4 High Road, N17 8AG
St Ann's Library, Cissbury Road, N15 5PU
Alexandra Park Library, Alexandra Park Road, N22 7UJ
Wood Green Library, 187-197A High Road, N22 6XD

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Haringey Streets for People

Bounds Green Low Traffic Neighbourhood

Public Consultation: Summary of Results

November 2021

sustrans JOIN THE MOVEMENT

Haringey LONDON

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Executive Summary

0.1 This report details the process and results of the public consultation on the proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bounds Green area of Haringey.

0.2 The consultation was accompanied by a range of public engagement activities which were supported by Sustrans.

0.3 In total 1,511 people responded to the consultation – 1,388 via the online portal and 123 via paper surveys

0.4 The majority of respondents were from residents in the Bounds Green LTN area in Haringey, or the adjacent area in Enfield (which included the Bowes LTN area). Most respondents not in the consultation area lived in Haringey or Enfield.

0.5 While the survey was filled in by a range of respondents, responses are not representative of the population of the area. Consultation results should be understood within this context. Groups that are underrepresented in the survey include: those without access to a private car; those identifying as Black/Black British and Asian/British Asian; men; and younger people (under 34). The number of people who said the had a disability and/or a long term illness is roughly in line with national averages.

0.6 Respondents used a sliding scale from 1 to 5 to respond to questions, with 1 being negative and 5 being positive. When asked how they felt about LB Haringey proposing to reduced motor vehicle traffic in the Bounds Green LTN: 48% selected “1 – Negative”, and 7% selected “2”. 5% selected “3”. 4% selected “4” and 34% selected “5 – Positive”. 2% said they did not know or were undecided.

0.7 Respondents were also asked about the changes being proposed in the three consultation areas. There were similar patterns of response to these, with between 57%-60% selecting “1-Negative” and between 26%-29% selecting “5-Positive”. Those selecting “2”, “3”, “4”, or “I don’t know” were each under 6% respectively.

0.8 There was much more positivity for the proposed crossings, bike hangars and School Streets.

0.9 The main reasons people gave for negativity around the proposed changes included:

- Concerns around the impact on congestion and traffic volumes on main roads in the area
- Concerns around increased car journey times
- Linked to both these points, people raised concerns around the impact on air quality in the area and concerns around the equity of the LTN for those living on main roads
- Other less common reasons people gave included concerns around access to houses and/or local amenities, the impact of increased traffic on road safety, personal security on quieter roads, and accessibility of emergency services
- A number of comments also made explicit reference to the adjacent Bowes LTN in Enfield

Executive Summary

0.11 Comments also highlighted some of the expected benefits of the proposals, including making it easier to walk and cycle, improved safety, and environmental benefits.

0.12 As well as feeding back on very specific aspects of the scheme, the most common suggestions for changes to the scheme included timed closures and/or resident exemption using ANPR, further improvements to walking and cycling provisions in the area, and further traffic calming measures (e.g. speed humps and speed cameras). There were also a number of requests for in depth monitoring of the scheme.

0.13 Responses were broken down by different groups to provide additional insight and understanding of how people feel about the proposals.

0.14 There was similar sentiment from residents in both the Bounds Green LTN area in Haringey and the Enfield LTN area, although those in Enfield were slightly more negative. Residents from Haringey but outside the LTN area were more positive about the changes than those within.

0.15 Residents living on boundary roads around the Bounds Green and Enfield LTN area had a similar sentiment towards the changes to those living within the LTN area.

0.16 Respondents with access to a private car were more negative than those without access to a private car.

0.17 Those who currently travel around the area by car were more negative about the changes than overall. Those who travel around the area by cycle were the most positive group when broken down by travel mode.

0.18 Respondents with a physical or mental health condition/illness were more negative about the proposals than those without.

0.19 Disabled respondents and carers in the area gave similar reasons for being negative about the schemes to overall responses. However, many of them linked their concerns to their disability – e.g. longer journeys to health services, the ability of carers to meet appointments, being unable to walk or cycle places due to a disability/health issue.

0.20 For specific schemes, generally older people were less positive about the proposed changes than younger people.

0.21 Women were less positive about the proposed changes than men.

1.0 Introduction

1.1. Between 16th August and 17th September 2021 the London Borough of Haringey Council (LB Haringey) carried out a public consultation on a proposed trial Low Traffic Neighbourhood (LTN), along with a number of accompanying proposals, in the Bounds Green area. Throughout this report we define the Bounds Green LTN area as the combined areas of Area A, B & C as shown in Map 1, with areas in Haringey and Enfield differentiated as “Haringey LTN” and “Enfield LTN”.

1.2 This report provides details on how the consultation was undertaken, as well as a summary of the consultation responses and LB Haringey Officer responses to these.

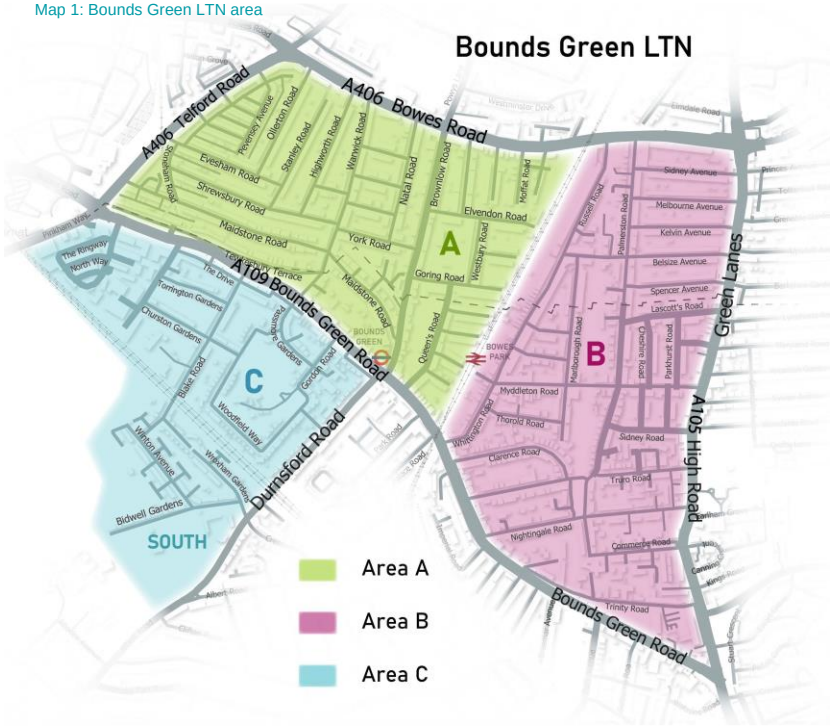
1.3 The measures consulted on were:

- The creation of three LTN areas, with a mix of physical and emergency access modal filters (trial)
- Two School Streets (trial)
- Two new zebra crossings
- Six new cycle hangars

1.4 While the full Bounds Green LTN area includes parts of Enfield, these measures are separate to the existing Bowes LTN within this area. The Bowes LTN has been implemented and consulted on by LB Enfield. While measures are designed to work with the Enfield scheme, this consultation focuses on changes made within LB Haringey.

1.5 In total 1,511 people responded to the consultation – 1,388 via the online portal and 123 via paper surveys. There were also 57 emails received with feedback on the scheme.

Map 1: Bounds Green LTN area



2.0 Engagement

2.0 Engagement

2.1 LB Haringey (working with consultants Sustrans) delivered a comprehensive engagement package both before and during the consultation on Bounds Green LTN. The aim of this engagement was to inform residents, businesses and other stakeholders about the proposed LTN and to invite their comments and feedback on design proposals.

2.2 Engagement methods included letters and mail-outs, on-street posters, lamp post wraps and engagement boards, online workshops, on-street pop-ups, door to door business engagement, councillor briefings and targeted stakeholder engagement. These tools were designed to reach as wide an audience as possible, and particular efforts were made to reach user groups that tend to be excluded from consultations. Translation in several languages was offered for the public consultation material.

2.3 The engagement happened in three phases:

- **Phase 1 - Early Engagement (February- March 2021)**
- **Phase 2 - Community Design Workshops (April - June 2021)***
- **Phase 3 – Public Consultation (August - September 2021)**

*There was a pause in engagement activities during the pre-election period of the May 2021 London Mayoral elections

Phase 1 - Early Engagement (February- March 2021)

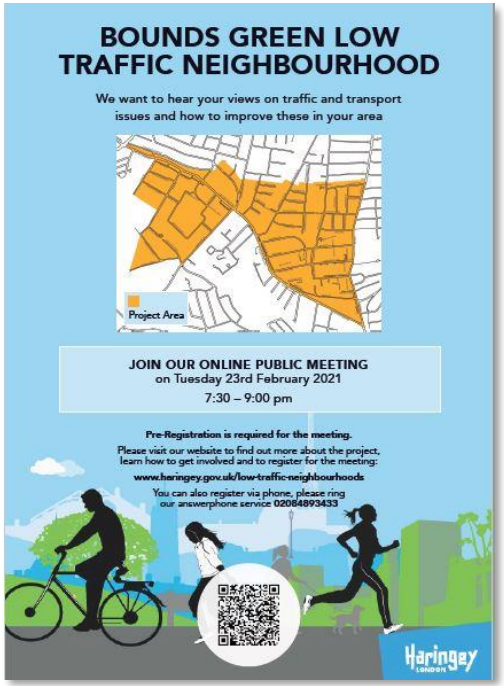
2.4 During Phase 1, we wanted to gather the views of residents and businesses on their local area. We launched an online Commonplace map for the Bounds Green LTN. This tool encouraged residents to suggest issues and opportunities in the area, and to propose improvements and interventions they would like to see in their neighbourhood.

2.5 We ran an online Q&A meeting. This was attended by around 120 people. Participants were able to ask questions about Haringey's proposed LTN programme and walking and cycling action plan.

2.6 We sent a letter to all addresses in the area, and put up on street lamppost posters. This informed residents and other stakeholders of the online Commonplace tool, and the online Q&A meeting.

2.7 We also held targeted meetings with schools, emergency services and disability groups.

Figure 2.1 Bounds Green Public Meeting Poster



Phase 2 - Community Design Workshops (May - June 2021)

2.8 We produced design options for the Bounds Green LTN based on the results of the online Commonplace map. We then invited feedback on our proposed design options in a series of online workshops. During this phase we delivered:

- Resident design workshops x 2 (attended by approximately 150 residents)
- Stakeholder design workshop (local stakeholders specifically invited, including representatives from schools and emergency services)
- Ward councillor workshop
- Workshop with disability groups

2.9 In the workshops we presented two design options per LTN area, and invited participants to comment on the proposals and raise any issues or suggestions about the design.

2.10 Letters were sent to all addresses in the area, and we put up lamppost posters around the neighbourhood.

2.11 We also launched a survey for disabled people and carers in the project area.

Figure 2.2: Example letter to residents



Leader and Cabinet Office
Cllr Matt White Cabinet Member for Planning and Corporate Services

Haringey LONDON

Date: 10/05/2021
Contact: Transport Planning Team
Direct dial: 0208 489 3433
Email: BoundsGreenLTN@haringey.gov.uk

Dear Resident,

Re: Bounds Green Low Traffic Neighbourhood (LTN) – Design workshops – Get Involved

We wrote to you back in February informing you of our proposal for a Low Traffic Neighbourhood (LTN) in the Bounds Green area and invited you to take part in an early engagement exercise both online and offline and to participate in a public meeting, both of which have taken place. To find out more about Haringey's LTN programme, including a map of the LTN area, a summary of the early engagement activities and a Frequently Asked Questions (FAQs) document, please visit: www.haringey.gov.uk/low-traffic-neighbourhoods.

We have listened to your views on the transport and traffic issues in the Bounds Green area, including the changes you would like to see made in Bounds Green, and we are now progressing to the next stage of the community engagement.

You told us that air quality, traffic congestion and traffic volumes in this part of the borough are your biggest concerns. An LTN in this area would help to deliver a solution to tackle these issues.

Design options for what the LTN could look like have been prepared based on your responses and we would like to present these to you and receive your feedback.

The options are complementary to the ongoing engagement Enfield Council is undertaking to monitor

Phase 3 – Public Consultation (August - September 2021)

2.12 We ran a consultation for the Bounds Green LTN from 16th August 2021 to 17th September 2021. The consultation encouraged residents, businesses and other stakeholders to feedback on a proposed design for the LTN.

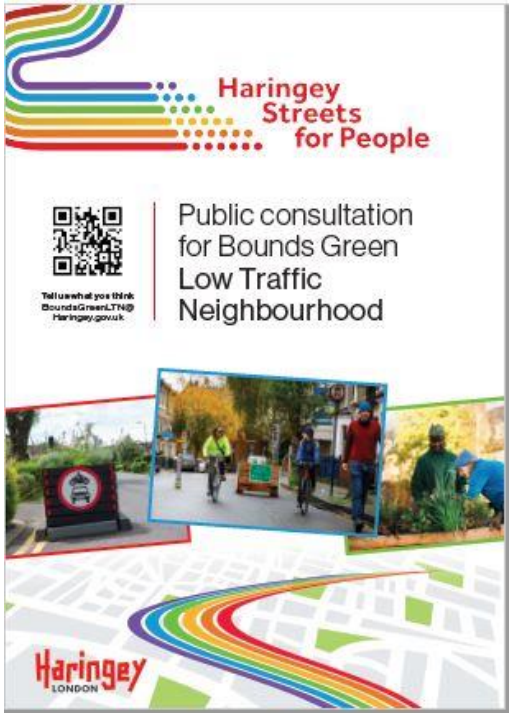
2.13 At the start of the consultation, all addresses within the area were sent a mail out. This contained:

- An information booklet - which explained the LTN proposals in detail
- A paper consultation survey - which could be used to respond to the consultation
- A translation sheet - which could be used to request translation of the consultation materials in a number of languages

2.14 The consultation could be responded to by:

- Completing an online survey
- Completing a paper survey and posting it to LB Haringey
- Completing a paper survey and returning it to a public library
- Emailing LB Haringey or contacting by telephone

Figure 2.3: Consultation information booklet



Phase 3 - Consultation (August - September 2021)

2.15 Four on-street pop-ups were carried out in Bounds Green during the consultation, with engagement staff handing out leaflets about the project and encouraging local people to fill out the consultation. Using engaging displays with the designs and other key project information meant that we were able to explain the project and answer any questions people had on site, increasing understanding and promoting participation in the consultation. The on-street pop ups took place at:

- Myddleton Road
- Bounds Green Tube Station
- Trinity Primary Academy
- St Martin of Porres Primary School

2.16 Two sets of engagement boards were stationed in key locations in Bounds Green. The boards prominently displayed information about the LTN schemes, showing the design for the area and directing people to fill out the consultation. In addition 25 lamppost wraps and 100 posters were placed across the LTN area. These informed residents that the consultation was taking place and encouraged them to participate.

2.17 We also launched a survey for businesses in and adjacent to, the project area. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. We carried out two full days of business surveying, delivering paper surveys to all businesses in the project area, and provided an opportunity for them to ask questions about the LTN.

Figure 2.4: On street engagement at Bounds Green Tube Station



3.0 Participants and Demographics

Participants and Demographics

1,489 individuals and 22 groups/organisations responded

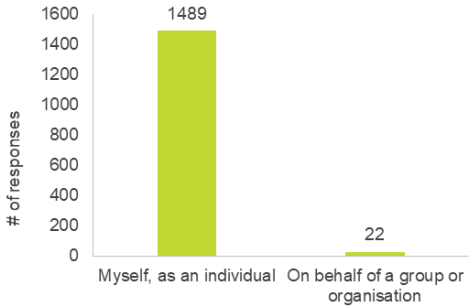
3.1 Participants were asked a series of questions that help us to understand who has responded to the consultation. These questions included their relationship to the area, where they live, and questions about demographics. The data from these questions should be used to contextualise the consultation data. Responses to the consultation are also broken down by some of these questions later in the report.

3.2 **Participants were asked who they are responding on behalf of.** Among those that answered the question, 99% said "myself as an individual" and 1% were responding on behalf of a group or organisation.

3.3 Organisations and groups that gave responses are listed below. Responses that represent key groups can be found in Appendix C:

- United Cabbies Group
- Le decore ltd
- Transport for London - Buses
- Bounds Green Living Streets
- Whittington Health
- Treewood Estate Agents
- Lucas Bros Barbers
- 9th Muswell Hill Scout Group
- GLH
- Warwick Road Action Group (WRAG)
- North London Scout District
- Better Streets for Enfield
- TARA Three Avenues Residents Association
- Haringey Living Streets
- Demetriou & English Ltd
- Healthy Streets Bounds Green
- Friends of Brownlow Road

Chart 3.1 Who are you responding on behalf of?



Who are you responding on behalf of?	# of responses	% of responses
Myself, as an individual	1489	99%
On behalf of a group or organisation	22*	1%
Total	**1511**	**100%**

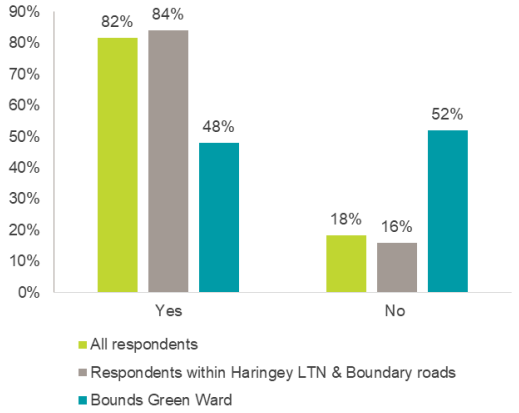
*16 responses were on behalf of recognised groups or organisations. Other responses were from non-recognised groups or on behalf of multiple people.

Participants and Demographics

82% of respondents own or have access to a private car

3.4 **Participants were asked if they owned or had access to a private car.** Of those that answered the question, 82% said “Yes” and 18% said “No”. In comparison, 48% of households in Bounds Green Ward have a car/motor vehicle. This is the same proportion as Haringey overall*.

Chart 3.2 Do you own or have access to a private car?



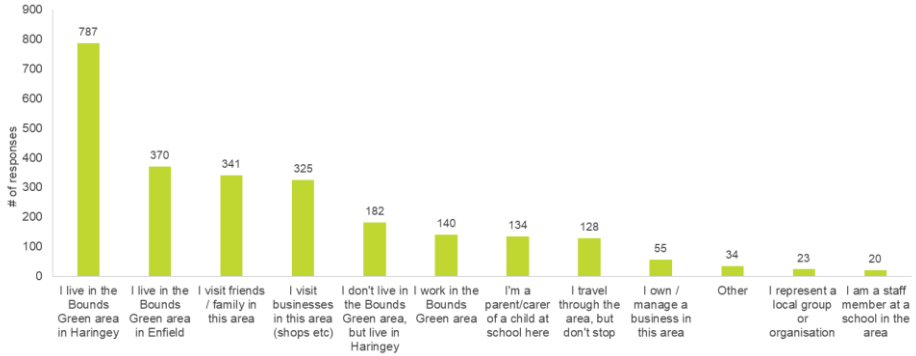
Do you own or have access to a private car?	# of all responses	% of all responses	% of responses within Haringey LTN & Boundary roads	% Bounds Green ward
Yes	1226	82%	84% (577 responses)	48%
No	276	18%	16% (110 responses)	52%
Total	**1502**	**100%**	**100%**	**100%**

*Data from https://www.haringey.gov.uk/sites/haringeygovuk/files/census11_bounds_green_ward_profile.pdf Note that Bounds Green Ward overlaps but is not equal to the Bounds Green LTN area.

Over half of the respondents said they live within the Bounds Green area in Haringey.

3.5 **Participants were asked how they are connected to the Bounds Green area**. For this question, the Bounds Green area was defined by the participants themselves. Participants could select more than one option. 52% of respondents said they live in the Bounds Green area in Haringey, while 24% said they live in the Bounds Green area in Enfield.

Chart 3.3 How are you connected to the Bounds Green area?



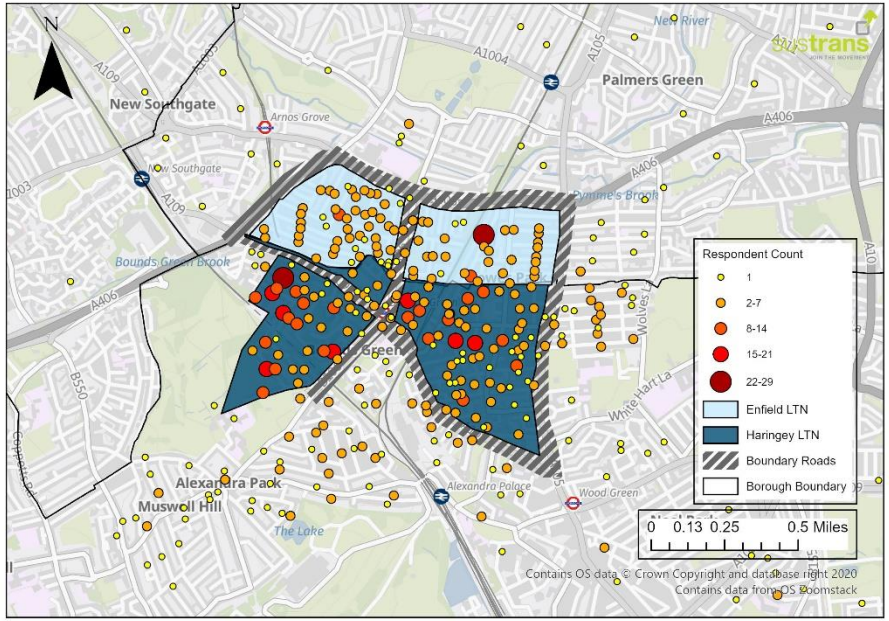
How are you connected to the Bounds Green area?	# of responses	% of responses*
I live in the Bounds Green area in Haringey	787	52%
I live in the Bounds Green area in Enfield	370	24%
I visit friends / family in this area	341	23%
I visit businesses in this area (shops etc)	325	22%
I don't live in the Bounds Green area, but live in Haringey	182	12%
I work in the Bounds Green area	140	9%
I'm a parent/carer of a child at school here	134	9%
I travel through the area, but don't stop	128	8%
I own / manage a business in this area	55	4%
Other**	34	2%
I represent a local group or organisation	23	2%
I am a staff member at a school in the area	20	1%

* Participants could select more than one response
**See Appendix for full list of "Other" responses

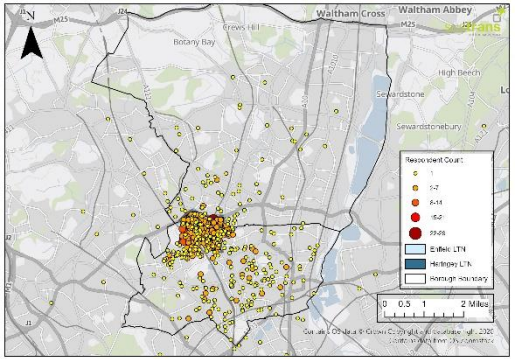
Participants and Demographics

The majority of respondents were from the London Borough of Haringey.

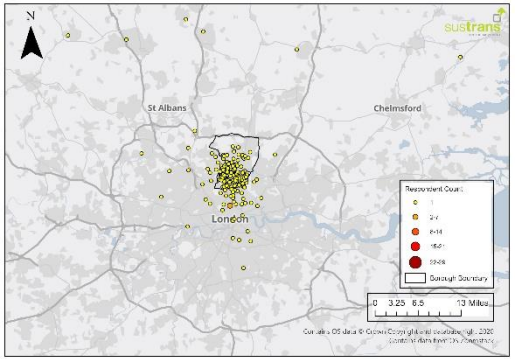
Map 3.1: Location of respondents: LTN area



Map 3.2: Location of respondents: Haringey & Enfield



Map 3.3: Location of respondents: London

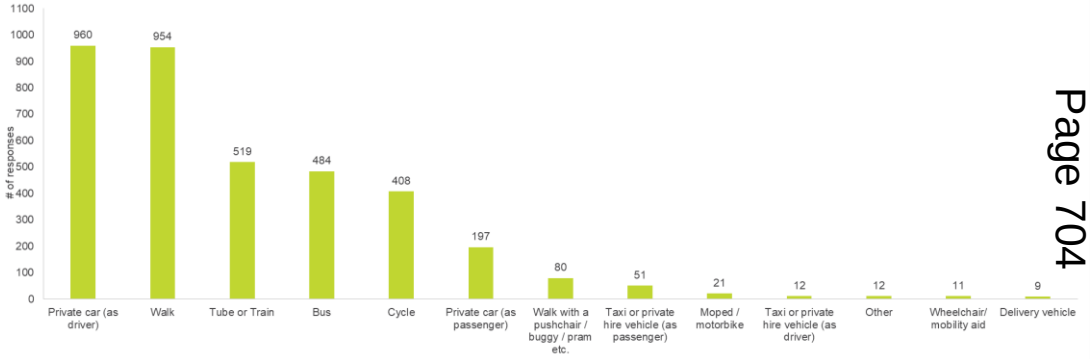


3.6 Respondents were also asked for their postcodes. From this we ascertained that **64%** live within the LTN area (42% in Haringey and 22% in Enfield), 5% live on boundary roads, 22% live outside the LTN area but within LB Haringey, 4% live outside the LTN area but within LB Enfield, and 5% live outside both LB Haringey and LB Enfield. 31 postcodes could not be analysed.

The most common forms of travel around Bounds Green was “Private Car” and “Walking”.

3.7 Participants were asked how they usually travel in and around the Bounds Green area. Participants could select up to three responses. 64% of respondents said “private car as driver”, 63% said “walk”, 34% said “tube or train”, 32% said “bus”, and 27% said “cycle”.

Chart 3.4 How do you usually travel in and around the Bounds Green area?



How do you usually travel in and around the Bounds Green area?	# of responses	% of responses**
Private car (as driver)	960	64%
Walk	954	63%
Tube or Train	519	34%
Bus	484	32%
Cycle	408	27%
Private car (as passenger)	197	13%
Walk with a pushchair / buggy / pram etc.	80	5%
Taxi or private hire vehicle (as passenger)	51	3%
Moped / motorbike	21	1%
Taxi or private hire vehicle (as driver)	12	1%
Other	12	1%
Wheelchair / mobility aid	11	1%
Delivery vehicle	9	1%

*See Appendix for full list of “Other” responses
**%s are calculated based on total responses to the survey

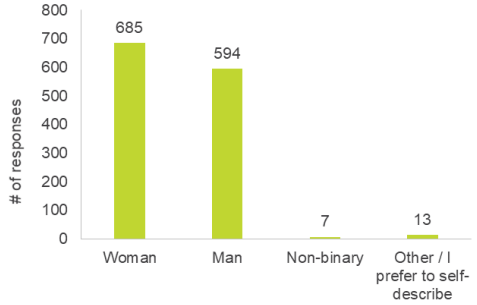
Participants and Demographics

More women than men responded to the survey.
The most common age groups selected were 35-44 and 45-54.

3.8 53% of respondents selected “woman”, while 46% selected “man”. 1% said they were “non-binary”, while 1% selected “Other / I prefer to self describe”. 97 respondents preferred not to state their gender.

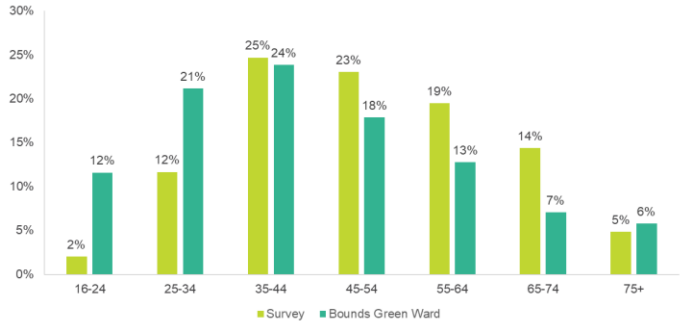
3.9 The most common age groups selected were 35-44 (25%) and 45-54 (23%). Comparing the age of survey respondents to the age of residents in Bounds Green Ward* indicates the survey has an underrepresentation of respondents under the age of 34.

Chart 3.5 What best describes your gender?



What best describes your gender	# of responses	% of responses
Woman	685	53%
Man	594	46%
Non-binary	7	1%
Other / I prefer to self-describe	13	1%
Total	**1299**	**100%**
I prefer not to say	97	

Chart 3.6 What is your age?



What is your age?	# of responses	% of responses	% Bounds Green Ward*
16-24	26	2%	12%
25-34	150	12%	21%
35-44	318	25%	24%
45-54	297	23%	18%
55-64	251	19%	13%
65-74	185	14%	7%
75+	62	5%	6%
Total	**1289**	**100%**	**100%**
I prefer not to say	107		

*Ward age data from https://data.london.gov.uk/dataset/gla-population-projections-custom-age-tables Percentages refer to population over 16 only. Note that Bounds Green Ward overlaps but is not equal to the Bounds Green LTN area.

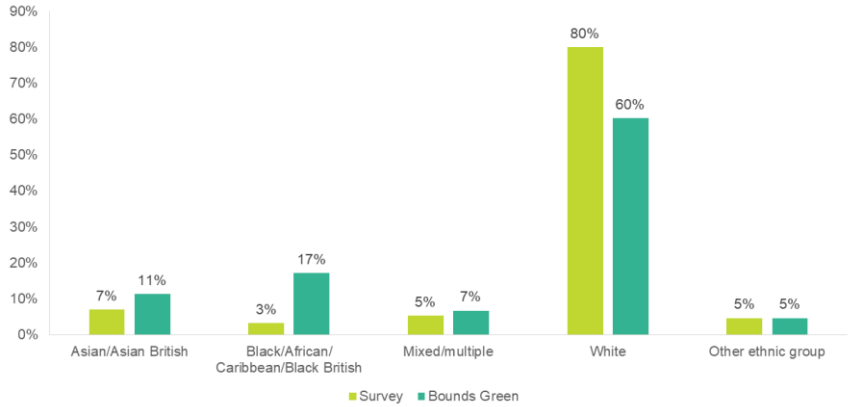
Participants and Demographics

80% of the respondents described their ethnicity as White.

3.10 Participants were asked how they would best describe their ethnicity. 80% of respondents selected “White”, while 7% selected “Asian/Asian British”. 5% said they were “Mixed/multiple”, while 5% selected “Other ethnic group”. 3% selected “Black/African/Caribbean/Black British.” 178 people preferred not to say.

3.11 Comparing the ethnicity of survey respondents to the ethnicities of residents in both Bounds Green Ward* indicates the survey has an underrepresentation of respondents from Black/African/Caribbean/Black British and Asian/Asian British backgrounds.

Chart 3.7 What best describes your ethnicity?



Ethnic Group	# of responses	% of responses	% Bounds Green Ward*
Asian/British Asian	84	7%	11%
Black/African/Caribbean/Black British	38	3%	17%
Mixed/multiple	63	5%	7%
White	964	80%	60%
Other ethnic group	56	5%	5%
Total	**1205**	**100%**	**100%**
I prefer not to say	178		

*Ward ethnicity data from https://www.citypopulation.de/en/uk/London/ Note that Bounds Green Ward overlaps but is not equal to the Bounds Green LTN area
**% in plot do not include respondents who selected “I prefer not to say”

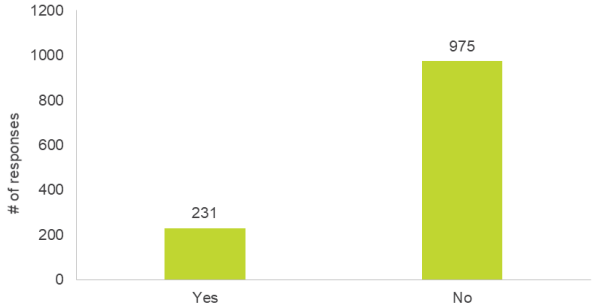
Participants and Demographics

19% of the respondents said they have a physical or mental health condition/illness.

3.12 When asked whether they have any long term physical or mental health condition/illnesses, 19% of respondents selected “Yes” while. 81% selected “No”. 166 respondents preferred not to say.

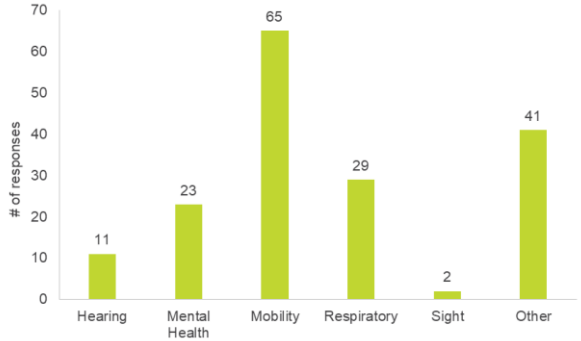
3.13 Respondents who answered “Yes” to the question above, were asked to give details on the condition. The most common condition/illness related to “Mobility” which 38% of the respondents selected*. 17% of respondents who answered the question selected “Respiratory”, 13% selected “Mental Health”, 6% selected “Hearing”, 1% selected “Sight” and 24% selected “Other”. 23 respondents preferred not to say.

Chart 3.8 Do you have any long term physical or mental health conditions/illnesses?



Do you have any long term physical or mental health conditions/illnesses?	# of responses	% of responses
Yes	231	19%
No	975	81%
Total	**1206**	**100%**
I prefer not to say	166	

Chart 3.9 Please give details of your physical or mental health conditions/illnesses*



Please give details [of long term physical or mental health conditions/illnesses]	# of responses (online survey)	% of responses (online survey responses)	# of responses (paper survey responses)	% of responses (online survey responses
Hearing	11	6%	6	15%
Mental Health	23	13%	4	10%
Mobility	65	38%	20	51%
Respiratory	29	17%	6	15%
Sight	2	1%	1	3%
Other	41	24%	2	5%
Total	**171**	**100%**	**39**	**100%**
I prefer not to say	23		6	

*Only responses from online consultation are represented in the plot. For details on this and the paper survey responses please see Appendix A
**% in plot do not include respondents who selected “I prefer not to say”

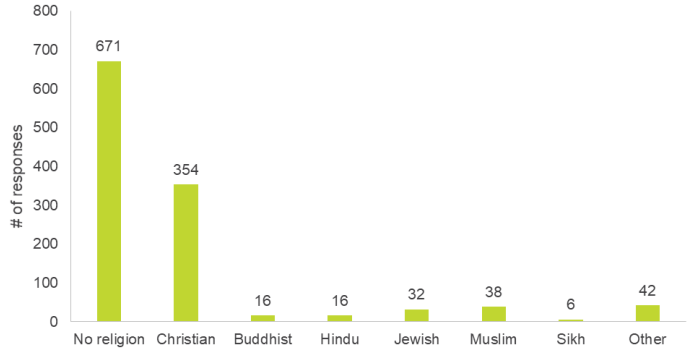
Participants and Demographics

89% of the respondents said English was their main language.

3.14 Respondents were asked their religion. The two most common responses were “No religion” (57% of respondents) and “Christian” (30% of responses). 13% selected other denominations. 207 respondents preferred not to say.

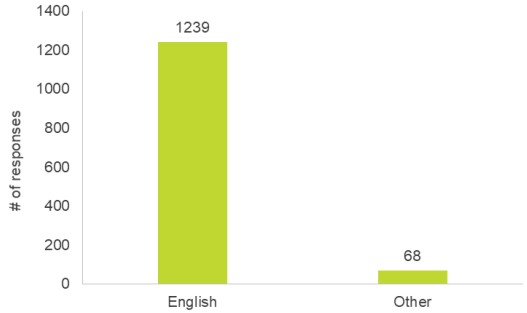
3.15 When asked about their main language, 95% of respondents said “English”, while 5% said “Other”. 91 respondents preferred not to say.

Chart 3.10 What is your religion?



What is your religion?	# of responses	% of responses*
No religion	671	57%
Christian	354	30%
Buddhist	16	1%
Hindu	16	1%
Jewish	32	3%
Muslim	38	3%
Sikh	6	1%
Other	42	4%
Total	**1175**	**100%**
I prefer not to say	207	

Chart 3.11 What is your main language?



What is your main language?	# of responses	% of responses*
English	1239	95%
Other	68	5%
Total	**1307**	**100%**
I prefer not to say	91	7%

*% in plot do not include respondents who selected “I prefer not to say”

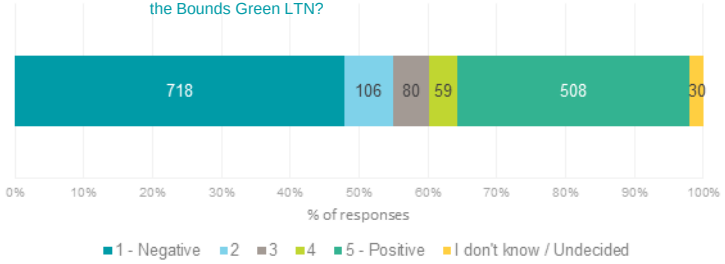
4.0 Consultation results: Overall

Responses were polarised about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN. 82% of responses selected either “1-Negative” (48%) or “5-Positive” (34%)

4.1 Respondents were asked how they felt about Haringey proposing to reduced motor vehicle traffic in the Bounds Green LTN. Options were a sliding scale, with 1 being negative and 5 positive.

4.2 Of those that answered the question, 48% (718 responses) selected “1 – Negative”, and 7% (106 responses) selected “2”. 5% (80 responses) selected “3”, 4% (59 responses) selected “4” and 34% (508 responses) selected “5 – Positive”. 2% (30 responses) said they don’t know.

Chart 4.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN?



How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN?	# of responses	% of responses
1 - Negative	718	48%
2	106	7%
3	80	5%
4	59	4%
5 - Positive	508	34%
I don't know / Undecided	30	2%
Total	**1501**	**100%**

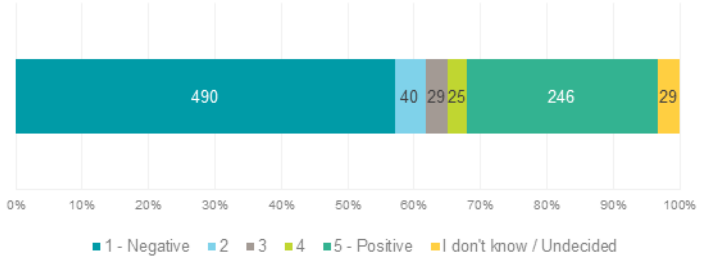
Response patterns were similar between Areas A and B, and within the specific proposed changes

Consultation results: Area A

4.3 For Area A, respondents were asked how they feel about the proposed physical modal filter on Queens Road*.

4.4 Of people that responded to the question, 62% (530 respondents) felt negatively, 32% (271 respondents) felt positively and 29 respondents felts neither negative nor positive**. 29 respondents said they did not know.

Chart 4.2 How do you feel about the proposed physical modal filters on Queen's Road?



Queen's Road	# of responses
1 - Negative	490
2	40
3	29
4	25
5 - Positive	246
I don't know / Undecided	29
Total	**859**

*Note that Area A only had one filter proposed, so an "overall" question was not asked for this area
**positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Response patterns were similar between Areas A and B, and within the specific proposed changes

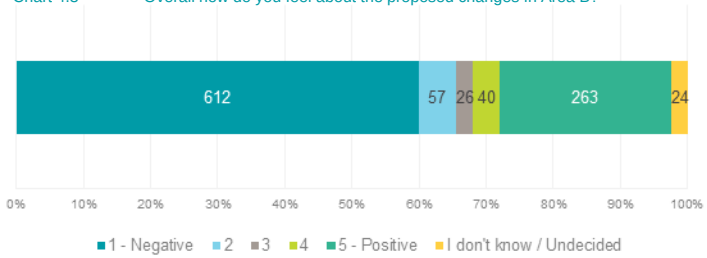
Consultation results: Area B

4.5 For Area B, respondents were asked how they feel about the proposed changes in Area B, as well as more specific proposed changes in the area.

4.6 For the proposed changes in Area B, 65% (669 respondents) felt negatively, 30% (303 respondents) felt positively and 26 respondents felts neither negative nor positive*. 24 respondents said they did not know

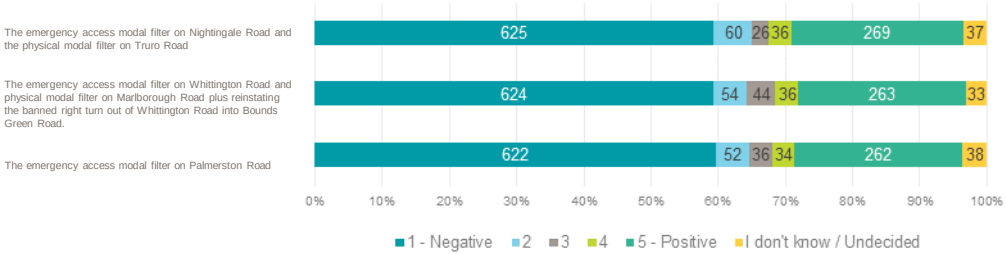
4.7 Sentiments towards the three specific changes did not differ much

Chart 4.3 Overall how do you feel about the proposed changes in Area B?



Area B	# of responses
1 - Negative	612
2	57
3	26
4	40
5 - Positive	263
I don't know / Undecided	24
Total	**1022**

Chart 4.4 How do you feel about the following specific proposed changes?



	The emergency access modal filter on Nightingale Road and the physical modal filter on Truro Road (# of responses)	The emergency access modal filter on Whittington Road and physical modal filter on Marlborough Road plus reinstating the banned right turn out of Whittington Road into Bounds Green Road. (# of responses)	The emergency access modal filter on Palmerston Road (# of responses)
1 - Negative	625	624	622
2	60	54	52
3	26	44	36
4	36	36	34
5 - Positive	269	263	262
I don't know / Undecided	37	33	38
Total	**1053**	**1054**	**1044**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

There were similar patterns of response within Area C – although there were fewer negative responses about the filter on Rhys Ave

Consultation results: Area C

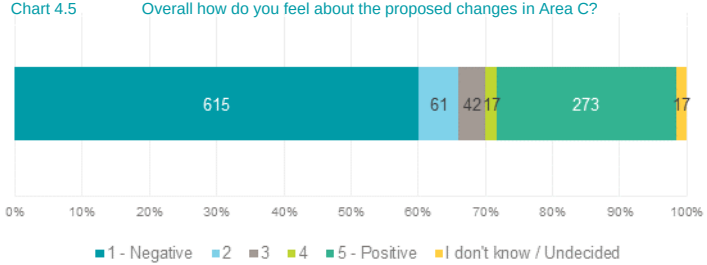
4.8 For Area C, respondents were asked how they feel about the proposed changes in the area.

4.9 Of people that responded to the question, 66% (676 respondents) felt negatively, 29% (290 respondents) felt positively and 42 respondents felts neither negative nor positive*. 17 respondents said they did not know.

4.10 Respondents were also asked how they feel about the 3 specific changes in Area C.

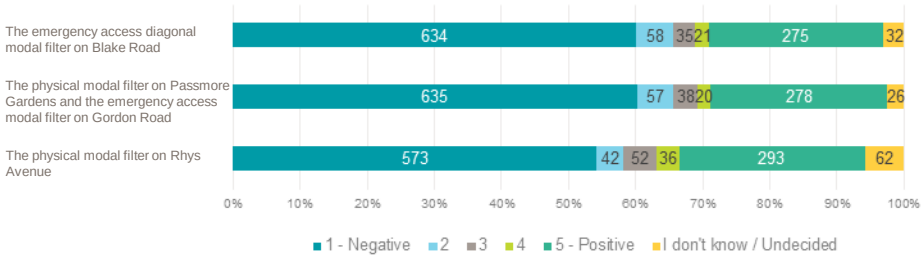
4.11 Overall, respondents were more negative than positive for all the changes. Sentiment towards the three specific changes did not differ much. However, the filter on Rhys Avenue had a slightly lower proportion of negative responses.

Chart 4.5 Overall how do you feel about the proposed changes in Area C?



Area C	# of responses
1 - Negative	615
2	61
3	42
4	17
5 - Positive	273
I don't know / Undecided	17
Total	**1025**

Chart 4.6 How do you feel about the following specific proposed changes?



	The emergency access diagonal modal filter on Blake Road (# of responses)	The physical modal filter on Passmore Gardens and the emergency access modal filter on Gordon Road (# of responses)	The physical modal filter on Rhys Avenue (# of responses)
1 - Negative	634	635	573
2	58	57	42
3	35	38	52
4	21	20	36
5 - Positive	275	278	293
I don't know / Undecided	32	26	62
Total	**1055**	**1054**	**1058**

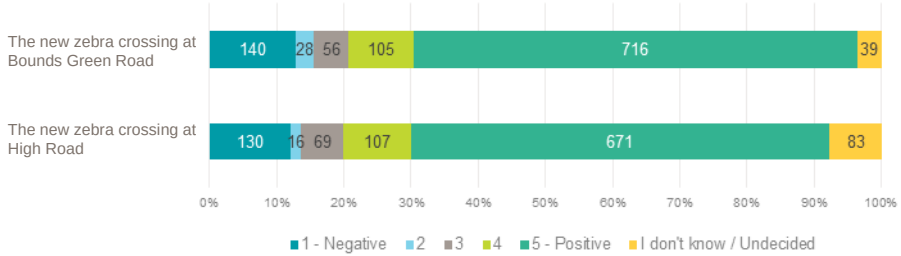
*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Additional Measures & School Streets

Responses showed high positivity for the proposed crossings and School Streets

4.12 Respondents were asked how they feel about the proposal of two new zebra crossings. Overall, there were more positive than negative responses for both proposed changes*.

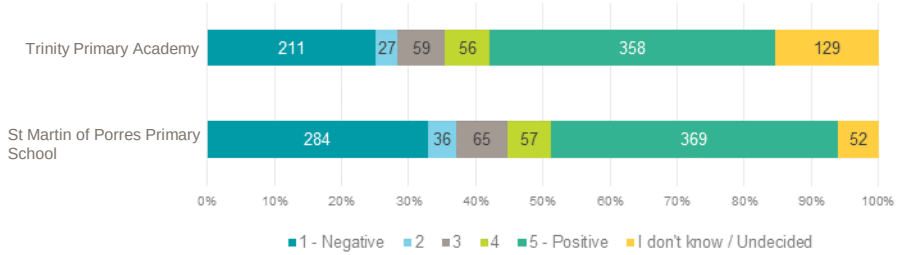
Chart 4.7 Overall how do you feel about the proposed additional changes?



	The new zebra crossing at Bounds Green Road (# of responses)	The new zebra crossing at High Road (# of responses)
1 - Negative	140	130
2	28	16
3	56	69
4	105	107
5 - Positive	716	671
I don't know / Undecided	39	83
Total	**1084**	**1076**

4.13 Respondents were asked how they feel about the proposed School Streets. Overall, there were more positive than negative responses for both School Streets*. The School Street for Trinity Primary Academy was viewed less negatively than the School street for St Martin of Porres Primary School.

Chart 4.8 Overall how do you feel about the proposed School Streets?



	Trinity Primary Academy (# of responses)	St Martin of Porres Primary School (# of responses)
1 - Negative	211	284
2	27	36
3	59	65
4	56	57
5 - Positive	358	369
I don't know / Undecided	129	52
Total	**840**	**863**

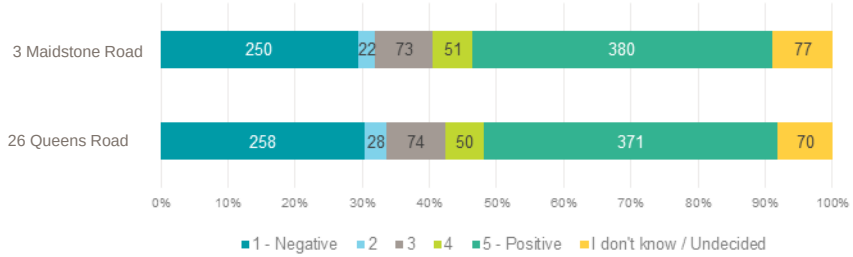
*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Cycle Hangars

There was high positivity for the proposed hangars in both Area A and Area B

4.14 Respondents were asked how they feel about two proposed new cycle hangars in Area A. Overall, there were more positive than negative responses about both proposed cycle hangars*.

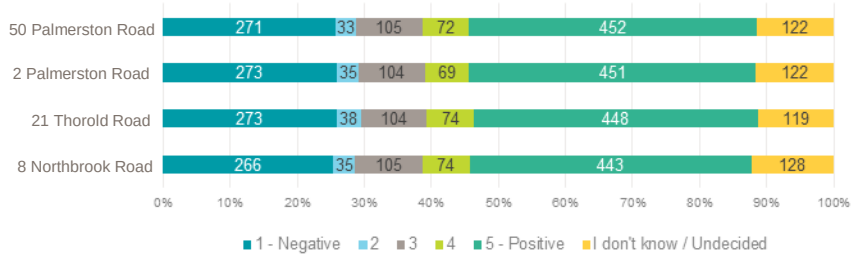
Chart 4.9 Overall how do you feel about the proposed cycle hangars (Area A)?



	3 Maidstone Road (# of responses)	26 Queens Road (# of responses)
1 - Negative	250	258
2	22	28
3	73	74
4	51	50
5 - Positive	380	371
I don't know / Undecided	77	70
Total	**853**	**851**

4.15 Respondents were asked how they feel about four proposed new cycle hangars in Area B. Overall, there were more positive than negative responses for all four proposed cycle hangars.

Chart 4.10 Overall how do you feel about the proposed cycle hangars (Area B)?



	50 Palmerston Road (# of responses)	2 Palmerston Road (# of responses)	21 Thorold Road (# of responses)	8 Northbrook Road (# of responses)
1 - Negative	271	273	273	266
2	33	35	38	35
3	105	104	104	105
4	72	69	74	74
5 - Positive	452	451	448	443
I don't know / Undecided	122	122	119	128
Total	**1055**	**1054**	**1056**	**1051**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Open Text Responses Summary

Most commented open-text themes: 1,183 respondents left an open-text comment

Highlighting issues and concerns with the infrastructure/changes, 767 comments.

4.16 The most common theme raised in the open text comments related to concerns around **increased traffic on main roads** (324 comments), with a number of comments highlighting **Bounds Green Road, Durnsford Road, and Green Lanes** as being especially affected**.** This theme was closely linked to a number of other concerns. In particular comments highlighting **increased air pollution** (120 of 196 comments), and comments mentioning **longer car journey times** (89 of 232 comments) had also commented on this major theme. Consequently there was a strong theme around **equity**, in particular around the potentially detrimental impact of those living on the boundary roads and it impacting on less affluent households, as well as the impact on younger, older and disabled people. Others commented that the scheme divided communities, and many highlighted concerns for themselves or others who are unable to walk or cycle for specific trips.

4.17 Another frequently commented theme was respondents concerns that the changes have/will increase the **volume of traffic on sides roads** (88 comments). Many suggested the traffic volume on **Goring/Queens Road, Woodfield Way and Thorold Road** will increase due to the filters directing the traffic through fewer streets. Consequently, some respondents linked this to **safety concerns** as they highlighted that the streets are narrow, often with many parked cars, have small pavements, and do not have the capacity to take increased traffic volume and/or speeding vehicles.

4.18 Other comments raised concerns that the changes **block access to houses & amenities** (86 comments), making it difficult to travel around the area by car, and feelings of being locked into residential zones. In particular restricted **access to the Health Centre on Gordons Road, and shops on Myddleton Road** were highlighted as concerns for some respondents. Many respondents also raised concerns that people not living in the area, for example family/friends, taxis & delivery services would no longer have **access to the area** and/or offer a reduced service. This issue was particularly present for respondents with mobility issues who rely on taxis and/or carers. Some respondents also raised concerns on **access/lengthened response times for emergency vehicles** (34 comments).

4.19 A number of respondents raised health and safety concerns with regards to traffic (42 comments). Many of these comments mentioned that **increased traffic volume, speeding traffic and lack of safe infrastructure for pedestrians** makes them feel unsafe, especially when travelling around the area with children. A number of comments continued to highlight that the pavements in the area are not suitable to walk on, with many being too narrow and/or broken.

4.20 Other frequently commented concerns were the **effects on local business** and how the **congestion will affect bus times**. Some respondents commented on issues with specific changes; **concerns on traffic build up if reinstating the right hand turn on Whittington Road**, or safety concerns due to **vehicles having to turn in Rhys Avenue if it is closed** which has a number of elderly and disabled residents living on the street.

4.21 Some respondents used the open-text comments to highlight their **general disagreement with the scheme** (165 comments), some mentioned that they are **unsatisfied with the consultation** (27 comments), whilst others were **sceptical of the scheme** raising concerns that it was either a “money making” scheme or a waste of council money (38 comments). Many comments with a negative sentiment towards the scheme cited issues caused **by the LTN installed by Enfield** (85 comments), in particular increased congestion, journey times and pollution.

Consultation results: Open Text Responses Summary

Most commented open-text themes:

Suggesting improvements to the scheme, 339 comments.

4.22 A number of respondents commented on potential improvements to the scheme; the most commented suggestions were with regards to **changes to specific aspects of the scheme** (62 comments). Many respondents commented on changes to filters on their streets, often suggesting **timed closures**, **resident access** (44 comments), **requesting physical/camera filters**, or **removing the filters**. These comments were particularly prevalent for respondents commenting on the **Blake Road and Queens Road** filters. A number of comments suggested **slightly moving the Marlborough Road filter**, for example to the junction with Middleton Road, or to a location which does not remove parking bays, or suggested **different locations for the proposed bicycle hangars**.

4.23 Respondents commonly suggested **improving the walking and cycling infrastructure** (50 comments). This included **improving/widening pavements**, **more & safer pedestrian crossings**, **developing cycle infrastructure**, and **improved walking and cycling routes & connectivity**. Similarly, requests for **more, and cheaper/free cycle hangars** were also commented (26 comments).

4.24 Respondents less positive towards the scheme suggested that it **should not be implemented** (49 comments) whilst those more positive suggested that the **scheme should be expanded** (19 comments). Both respondents positive and negative to the scheme suggested a number of other traffic calming methods (42 comments), in addition to or instead of the proposed changes. Some suggestions included **speed bumps, speed cameras, and bus gates**. Many respondents that were unsure of the scheme suggested that **air quality/traffic volumes should be monitored** throughout the trial.

4.25 Other commonly suggested improvements to the area were **more greening/planters, public realm improvements,** installation of clear **signage** for modal filters, **more electric vehicle charging points**, **improving public transport**, **removing/repurposing parking and cycle/e-cycle hire.**

Highlighting the benefits of the scheme, 235 comments

4.26 A number of respondents commented on their **general support for the scheme** (208 comments), whilst other comments highlighted the benefits of the scheme, such as **improved safety** (20 comments)**, more pleasant environment** (20 comments), **and making it easier to walk/cycle** in the area (32 comments).

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Concern about increased traffic on main roads.	324	The high level transport assessment (HLTA) undertaken to assess the potential impacts of the proposed Bounds Green LTN shows that some boundary roads are likely to see decreases and some roads likely to see increases in traffic (0-25%), with all the internal roads expected to see a reduction or neutral impact as a result of the scheme. This is on the assumption all traffic reassigns onto the nearest available alternative route, which are the boundary roads on the edge of the LTN area. Initially, there will be a period of adjustment of traffic routes selected by motorised vehicle users that can no longer rat-run through the Bounds Green LTN, resulting in a stabilisation of traffic movements and route selection. . Some changes in behaviour will also likely occur, such as some people not travelling or choosing to walk, cycle or use public transport, some taking a different route, some travelling at a different time. The ultimate goal of the Bounds Green LTN is to reduce traffic both within the LTN and on the boundary roads of the LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture regarding traffic reduction. Traffic volumes within the LTNs reduced substantially. Although traffic on a few boundary roads increased, after a settling in period, traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased. If introduced, the LTN will be introduced as a trial and the council are committed to monitoring traffic volumes on roads within the LTN, on major boundary roads, and at crucial locations adjacent to the LTN. This monitoring will take place before and during the trial to assess the impact of the LTN on traffic volumes. The Council could, if necessary, and taking its network management duty into account, make changes to the trial while it is in force to address or mitigate issues arising that affects the highway network or local amenities.
Concern about increased journey times.	232	As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when an LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased. Residents within the LTN may need to drive slightly further to reach some destinations, but one of the aims of LTNs is to encourage residents to drive shorter journeys less frequently and instead, for those than can, make short trips by walking and cycling more often.
Concern about increased air pollution on main roads.	196	The Council considers that the LTN and complementary measures offer significant opportunities to improve air quality. Haringey have produced a comprehensive air quality monitoring plan. If the LTN is implemented, 16 monitoring stations will collect air quality data on a monthly basis, before and after implementation. Air Quality monitoring stations will be located outside all the schools in the area, Evidence from Waltham Forest has shown air quality to improve on main roads after LTNs are introduced: www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf
Concerns about the volume of traffic on side roads; Goring/Queens Road, Woodfield Way and Thorold Road	88	One of the primary objectives of an LTN is to reduce the volume of traffic on roads within the LTN. A wealth of evidence from LTNs implemented across London suggests that when LTNs are introduced the volume of traffic on roads within them is reduced.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Concerns about blocked access to houses/amenities, including access for taxis/deliveries. In particular the Health Centre on Gordon Road & Shops on Myddleton Road.	86	All addresses within the LTN will be accessible by motor vehicles. However, drivers may need to access these addresses from a different direction than they do currently. Addresses located within school streets will be eligible for exemptions to the school street traffic restrictions
Concerns about the Enfield LTN (traffic & congestion)	84	A primary consideration of the proposed design for the Bounds Green LTN is that it should complement LB Enfield's Bowes Park Quieter Neighbourhood. Haringey have worked closely with LB Enfield throughout the design and consultation process.
Concerns on the effect on emergency response times	34	All three emergency services have been fully consulted at each stage of the design process. We have worked with emergency services to ensure the LTN proposals have emergency access routes through the area, with a number of emergency access filters proposed to facilitate this. If the trial is introduced the Council will continue to work closely with the emergency services to ensure their access needs are being met.
Concerns about safety of pedestrians, especially children on roads with high traffic volume/speeding cars	42	Evidence suggests that traffic safety is substantially improved, and traffic speeds dramatically reduced after an LTN is introduced. One study has found that the number of roads injuries has halved in LTNs introduced in 2020. This reduction has also occurred to a lesser extent on boundary roads too: findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries
Concerns on the lack of safe pedestrian infrastructure; i.e narrow/uneven pavements.	43	The Council is committed to enabling more walking and cycling in the borough including through improving pedestrian infrastructure. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for new and improved cycle routes, walking routes, crossings and additional cycle parking.
Concerns on equity; residents on boundary roads being adversely affected.		Evidence from other LTNs introduced in London suggests that in general, after a settling in period, traffic volumes on boundary roads do not increase and in some cases reduce. The Council has developed a comprehensive monitoring plan which will assess the impact of the proposed LTN on traffic levels and air pollution, both within the LTN and on its boundary roads and beyond. This will allow us to assess how traffic volumes and air quality are changing and respond during the trial if necessary.

Consultation results: General Issues & Council response

Issue Raised	Number of comments	Council Response
Concerns about increased bus times		As above, evidence suggests that traffic volumes and congestion decrease across a neighbourhood when and LTN is introduced. Traffic volumes within the LTN reduce substantially. Although traffic on a few boundary roads increased, after a settling in period traffic volumes on the majority of boundary roads has remained static or in some cases decreased. If the LTN is implemented, the borough will work with TfL throughout implementation to monitor bus journey times and look to implement mitigation on main roads if bus journey times on these routes increase
Sceptical about the scheme (money making scheme/waste of money)	38	The Council considers that the Bounds Green LTN and complementary measures will be a key driver towards a safer, cleaner, greener, fairer and happier borough. The LTN and complementary measures will be part funded via external funding the Council has secured from the Department for Transport and Transport for London.
Use ANPR or similar to grant exemption for residents at filters	44	The Council does not support using ANPR or similar to grant exemption for residents at filters. Such an arrangement would not deliver a true LTN. While their primary purpose is to eliminate through-traffic, LTNs are also a key tool to encourage residents in the LTN area to think differently about the journeys they make by car, particularly residents' shorter journeys by motor car which could otherwise be made by active travel methods. The combination of the elimination of through traffic and modal shift of residents delivers improved air quality, provide for cleaner, healthier, safer and more pleasant routes to schools and other destinations, enable streets to be reclaimed for play and community interaction and in so doing support increased physical activity and improve health and wellbeing. If introduced, all addresses in the LTN area will remain accessible for cars but it is the case that some residents and business visitors may have to drive further or use a different road to access their address.
Consider timed closures (especially in Area C)		The Council notes a petition was submitted in respect of Area C of the Bounds Green LTN advocating an alternative LTN comprising timed cameras closing the area to all through traffic, including residents, at school times and other peak periods only and only on weekdays. This option is not supported because the consequential change in behaviour could simply be a shift in commuting travel times (i.e. to off-peak), it will not reduce existing levels of non-local through traffic (i.e. off-peak rat-running) and it does not encourage a shift to walking, cycling and other sustainable modes of transport. Furthermore, there are spikes in traffic flows that occur outside of peak hours which, combined with the timed approach that applies to School Streets, would make general understanding of the hours of operation of any LTN extremely challenging. These factors would inhibit the introduction of any time-based LTN.
Introduce further traffic calming measures		The Council has developed a comprehensive monitoring plan which will assess traffic speed after implementation. This will inform whether further traffic calming is required in the area.
Improve walking and cycling provisions in the area		If the LTN is introduced, the LTN area will become cleaner, quiet and safer making it more attractive to walk and cycle through. The Council is committed to enabled more walking and cycling in the borough. In November 2021 the Council launched consultation on a draft Walking and Cycling Action Plan which, in addition to a borough wide programme of LTNs, includes proposals for new and improved cycle routes, walking routes, crossings and additional cycle parking. Separate proposals are about to be consulted to make cycling within the cycle lanes along Bounds Green Road much easier.

Consultation results: Specific issues & Council response

4.27 The following issues were raised by a small number of respondents but refer to a specific issue or change.

Issue Raised	Comment/recommendation	Council Response
Location of Cycle Hangar on Thorold Road	A resident is in the process of applying for a disabled parking space in the location of this proposed hangar. The Council may want to review its location and move to a nearby space on this street.	Response noted. Cycle hangar on Thorold Road moved across the street.
Displaced traffic on Clarence Road between Truro Road and Nightingale Road	There were some concerns raised about the size of this section of road which is very narrow. It could see increases in traffic volumes due to the location of proposed filters. The Counci may want to review filter locations and/or consider monitoring traffic levels on this section of road.	Clarence Road between Truro Rd and Nightingale Rd to remain two way but at both ends to be signed as No Motor Vehicle with an Except for access plate, retaining access for emergency services. This section of Clarence Road is too narrow to accommodate large vehicles once Truro Road and Nightingale Road filters are implemented. The proposed change protects the road from being used by motor vehicles simply as a through route whilst allowing access to residents who reside along it.
Access to Health Centre on Gordon Road	A number of concerns raised about maintaining access to the Health Centre on Gordon Road.	Motor vehicles access is retained from Durnsford Road. An alternative design was considered for Gordon Road, with residents retaining access from Bounds Green Road. It was decided that this design made the health centre less accessible, so a decision has been made to revert to the original design.
Move Marlborough Road filter	The filter on Marlborough Road could be moved closer to Myddleton Road and changed to emergency access filetr	Marlborough Road filter moved to junction and changed to emergency access filter as a response to emergency services request, to support place function and to support refuse access
Lack of parking in safe areas for parents at Trinity Primary Academy	Some parents have raised concerns about there being no parking at all near the school. This raises an issue for parents who have to park, as they would have to cross busy roads on foot to access the school.	West side of Trinity Primary Academy School Street removed, east side retained. This will allow the west side to be accessed by motor vehicle for those who need to arrive by motor vehicle. West side may be introduced at a later date, subject to monitoring.
Zebra crossing on Bounds Green Road	Concerns about lack of space on Bounds Green Road to implement a Zebra crossing at this point.	Zebra crossing on Green lanes north of junction with Myddleton Road no longer proposed. Instead a signalised crossing for pedestrians to be considered in its place or at just north of junction with Sidney road. There is not sufficient space on the carriageway to accommodate a central island which is necessary for safety. Due to the presence of bus stops and or bus lanes which may impede on sightlines, a signalised crossing is more appropriate. The exact location to be determined following feasibility study and approval from TfL.

Consultation results: School Street Open Text Responses Summary

Most commented open-text themes: 360 respondents left an open-text comment

Support for the School Street and highlighting benefits, 95 comments.

4.28 There were a number of comments which generally **supported the implementation of School Streets** (93 comments) within the LTN as well as an overall scheme at schools in the borough. Respondents cited benefits of the School Streets such as **an improvement to health and safety for children** (11 comments), **improvement in air quality** (9 comments), and **making it easier to walk or cycle to school** (4 comments). Some respondents offered their support for the School Street schemes but were not supportive of the wider LTN scheme.

Highlighting issues with the School Street, 170 comments

4.29 Overall, there was some **general disagreement with the School Street schemes** (61 comments). One of the main issues raised by respondents was an increase in traffic **outside of the School Street areas** (54 comments). Respondents were concerned that the restrictions push traffic to surrounding streets, and several comments linked this to a potential **decrease in air quality** (15 comments) as they said vehicles will have to travel longer journeys or be stuck in traffic.

4.30 Another common theme emerging from the comments was related to **access issues for residents** (22 comments). Respondents were concerned that the restrictions would make it harder for them to access their homes in the local area, and make it more difficult for visitors such as friends/family, delivery drivers, workers and taxis to access homes on the School Street and in the surrounding area. Respondents were also concerned about an increase in **traffic/parking issues for residents** (16 comments) as they anticipate parents will still drive to school but park on the adjacent streets. This was noted on streets such as **Churston Gardens and Torrington Gardens**, outside of **St. Martin of Porres Primary School**.

4.31 Another issue raised by respondents was that the restrictions will make it **harder to access the schools** (17 comments). This was particularly noted for **St. Martin of Porres Primary School** as respondents highlighted that the school is a faith school with a wide catchment area and therefore many parents drive their child to school. Some respondents said it will make it difficult for them as they often drive and then continue on to another destination, and the restrictions will increase their journey times. Additionally, several respondents highlighted that the changes would make it **difficult for children with disabilities to access the school** as they often rely on a car or taxi to get to school. Several comments also highlighted that the **hill on Blake Road** would make it difficult for some people to travel to the school without a car.

4.32 Another issue noted was that children will now have to **walk or cycle along busy roads** – such as Bounds Green Road – to get to school, adding safety concerns to children's' journey to school. Additionally, multiple comments suggested that a School Street was not needed at St. Martin of Porres Primary School as the filter at Blake Road would suffice in calming existing traffic.

Consultation results: School Street Open Text Responses

Suggestions for the School Street schemes, 138 comments.

Some respondents left comments regarding improvements to the School Street schemes. Many comments suggested **implementing School Streets at other local schools** (34 comments), most notably at Bounds Green School. Some respondents felt it unfair that certain schools were receiving a School Street, but not others. There were some comments that suggested all schools should receive a School Street.

Respondents also left comments suggesting that there should be additional **traffic calming measures in the area** (21 comments). Many of these comments suggested that these should be in place instead of a School Street, such as implementing more zebra crossings, speed bumps and more speed monitoring/limits. Other comments which were more supportive of the School Street wanted to see the surrounding roads – such as Bounds Green Road – slow down traffic as more children will be travelling to school down these routes once the scheme is implemented.

Various respondents would like to see **the design of the School Street changed** (19 comments). Some respondents wanted the School Street zone to expand to neighbouring streets, whilst other comments highlighted that the timings should be changed. Some proposed to extend the hours of closures, whilst others wanted to see the hours reduced.

There were also numerous comments which suggested **softer measures should be delivered to the school community** (19 comments). Some wanted behaviour change programmes instead of the School Streets, whereas others would like to see both occur simultaneously. Examples included campaigns to promote walking/cycling to school, school bus/school walking bus implementation, as well as school engagement and training programmes for students. Respondents also commented that they would like to see more **cycle infrastructure implemented** (10 comments), such as segregated cycle lanes.

Additionally, various comments highlighted the need for **clear and proper signage** indicating the School Street zones (12 comments). There were some comments which noted that the Haringey Council building was nearby, and that council employees should not be eligible for exemptions. There were multiple other comments which said that disabled children should still have access, as well as though who live far away from the school and cannot walk or cycle.

Consultation results: Issues & Council response

Issue Raised	Number of comments	Council Response
Increase in traffic outside of the School Street areas	54	The Council has designed the school streets to minimise traffic disruption outside the designated school street area. Although some parents will still need to drive, one of the objectives of a school street is to encourage more families to walk or cycle school. This is likely to result in a reduction in school traffic. The school streets have also been designed to complement the LTN. As observed in other trial LTNs introduced in other London in boroughs in 2020, there are likely to be significant traffic reductions across the area of the LTN. If introduced, we are planning to monitor the LTN and school street areas extensively for changes in traffic volume and air quality. As we are introducing these measures as a trial, the design can be changed if traffic volumes increase or air quality decreases.
Decrease in air quality in surrounding area	15	As observed in other trial LTNs introduced in other London in boroughs in 2020, there are likely to be significant traffic reductions across the area of the LTN and improvements in air quality If introduced, the Council will closely monitor air quality. As the measures are proposed as a trial, the design can be changed if air quality decreases.
Access issues for residents	22	Residents who live within the school street area are eligible for exemption to the school street, and will be able to access their address during the school street operational hours.
Traffic/parking issues for residents	16	Implementation of the LTN is unlikely to have a significant effect on parking in the area. In some cases it may be necessary to relocate a small number of parking spaces in order to install a modal filter
Harder to access the schools (especially for those parents/children with a disability)	17	Having regard to feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions to the proposed LTN. To ensure that the LTN advances equality as far as possible, the following will be eligible for an exemption to non-hard closure filters in the LTN experimental scheme: • Blue Badge holders living within the LTN or on the immediate boundary of it • Special Educational Needs and Disability (SEND) transport • Essential Haringey Council services catering for people with a disability The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.
Children must now walk or cycle along busy roads	N/A	One of the objectives of school streets is to create an area around the school free of traffic, where it is much safer for children to walk and cycle. As we are proposing implementing the school street alongside an LTN, the roads immediately outside the school street, within the LTN are likely to be much safer

5.0 Consultation results: Location

Consultation results: Location

Respondents who live within Haringey were more positive towards the scheme than respondents living in Enfield

This section looks at the differences in responses from respondents living within, on boundary roads or outside of the LTNs. Data is based on postcode analysis.

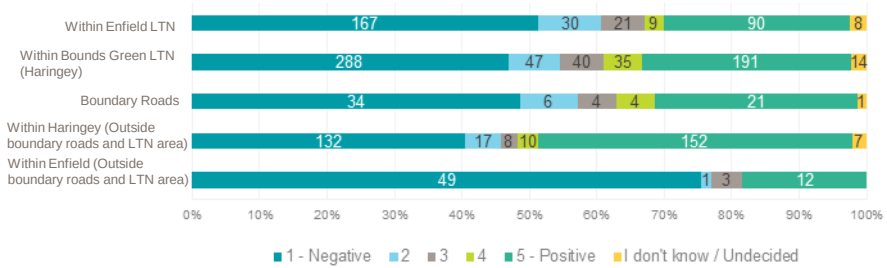
5.1 Respondents were asked to provide their postal address. For this analysis, respondents have been placed into 5 categories depending on their location. Within the Bounds Green LTN in Haringey, within the LTN area in Enfield, on the boundary roads of the LTN, within Haringey (but not inside the LTN or on boundary roads) or within Enfield (but not within the LTN)*. We have not included respondents outside of Haringey or Enfield..

Reducing motor vehicle traffic in the Bounds Green LTN

5.2 Overall, responses from respondents who live within the LB of Haringey were more positive about the proposal to reduce motor vehicle traffic in the Bounds Green LTN than respondents living in the LB of Enfield.

5.3 Responses from those living on Boundary Roads were less positive than those living in the Haringey LTN area, however they were more positive than those living within Enfield – both in within and outside of the LTN area.

Chart 5.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	49	132	34	288	167
2	1	17	6	47	30
3	3	8	4	40	21
4	0	10	4	35	9
5 - Positive	12	152	21	191	90
I don't know / Undecided	0	7	1	14	8
Total	65	326	70	615	325

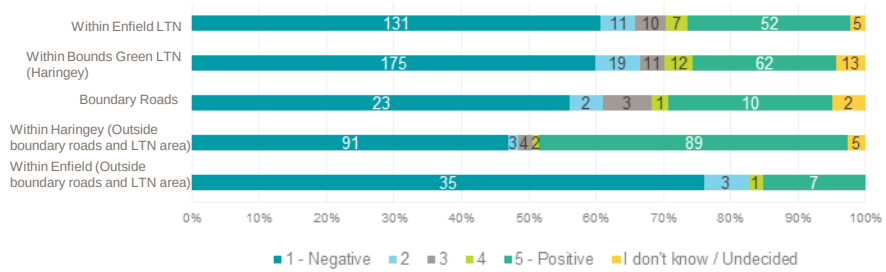
*See Map on page 15 for breakdown of respondents' location
**positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Consultation results: Location

Area A

5.4 Responses from those living within the LTN in Haringey and in Enfield, and on boundary roads were similar towards the proposed changes in Area A. All groups had more negative than positive responses*. Respondents within Haringey but outside of the LTN and boundary roads were the most positive towards the proposed changes.

Chart 5.2 How do you feel about the proposed physical modal filters on Queen's Road? X Location

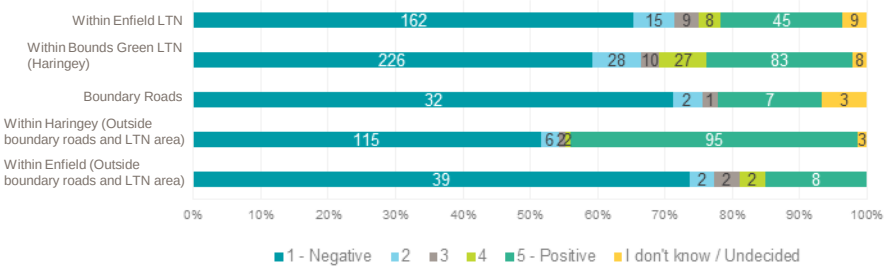


	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	35	91	23	175	131
2	3	3	2	19	11
3	0	4	3	11	10
4	1	2	1	12	7
5 - Positive	7	89	10	62	52
I don't know / Undecided	0	5	2	13	5
Total	**46**	**194**	**41**	**292**	**216**

Area B

5.5 Responses from those living on the boundary roads were most negative towards the proposed changes in Area B. Respondents living in Haringey outside of the LTN and boundary roads felt the most positive towards the changes. Respondents from all locations felt more negative towards the changes than positive.

Chart 5.3 How do you feel about the proposed changes in Area B? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	39	115	32	226	162
2	2	6	2	28	15
3	2	2	1	10	9
4	2	2	0	27	8
5 - Positive	8	95	7	83	45
I don't know / Undecided	0	3	3	8	9
Total	**53**	**223**	**45**	**382**	**248**

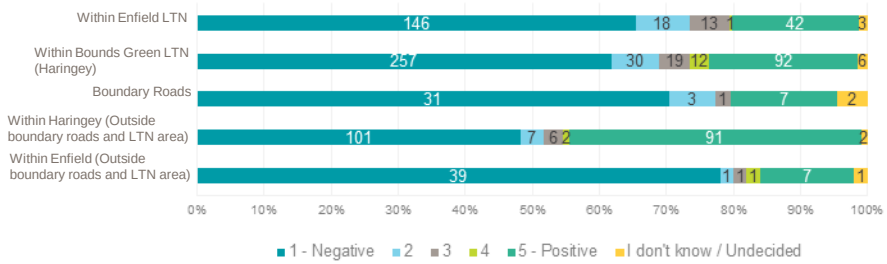
*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Location

Area C

5.6 Responses from respondents living on the boundary roads were most negative about the proposed changes to Area C. Respondents living in Haringey outside of the LTN and boundary roads were the most positive about the changes. Responses from all locations were more negative towards the changes than positive*.

Chart 5.4 How do you feel about the proposed changes in Area C? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	39	101	31	257	146
2	1	7	3	30	18
3	1	6	1	19	13
4	1	2	0	12	1
5 - Positive	7	91	7	92	42
I don't know / Undecided	1	2	2	6	3
Total	**50**	**209**	**44**	**416**	**223**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

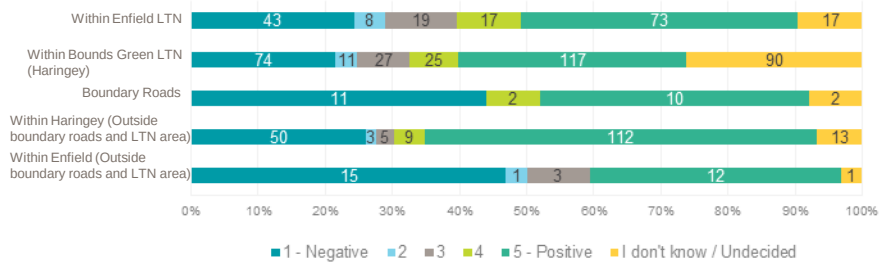
Consultation results: Location

Trinity Primary Academy School Street

5.7 There were more positive than negative responses towards the proposed School Street at Trinity Primary Academy from those living in all locations except from those within Enfield (outside the LTN area)*.

5.8 A high number of respondents from within the Bounds Green LTN (Haringey) are undecided about the proposal.

Chart 5.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Location

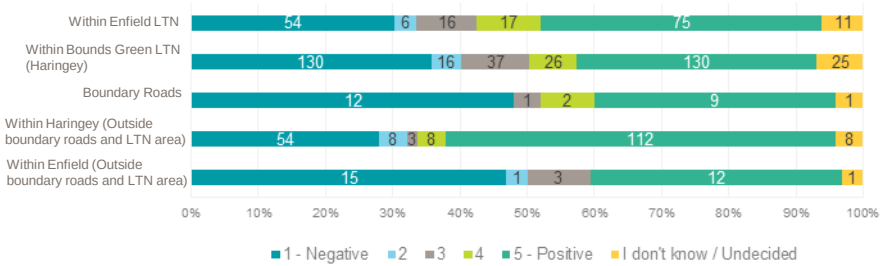


	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	15	50	11	74	43
2	1	3	0	11	8
3	3	5	0	27	19
4	0	9	2	25	17
5 - Positive	12	112	10	117	73
I don't know / Undecided	1	13	2	90	17
Total	**32**	**192**	**25**	**344**	**177**

St. Martin of Porres Primary School Street

5.9 There were more positive than negative responses towards the proposed School Street at St Martin of Porres Primary School than negative from those living with the LTN in both Haringey and Enfield, and those within Haringey (outside of the LTN and boundary roads). There were more negative responses than positive from respondents living on the boundary roads or within Enfield (outside of the LTN).

Chart 5.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Location



	Enfield outside LTN (# of responses)	Haringey outside LTN (# of responses)	Boundary Roads (# of responses)	Haringey LTN (# of responses)	Enfield LTN (# of responses)
1 - Negative	15	54	12	130	54
2	1	8	0	16	6
3	3	3	1	37	16
4	0	8	2	26	17
5 - Positive	12	112	9	130	75
I don't know / Undecided	1	8	1	25	11
Total	**32**	**193**	**25**	**364**	**179**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

6.0 Consultation results: Car access

Consultation results: Car Access

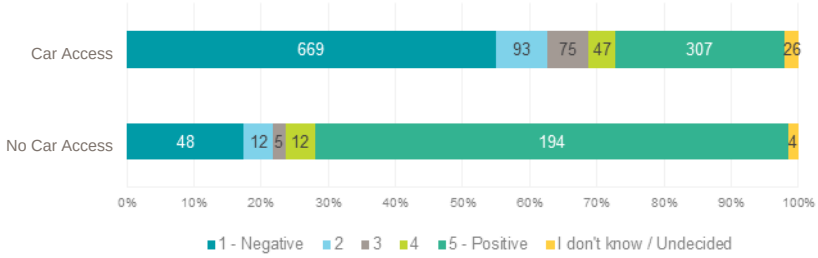
Respondents with no car access were more positive about the changes than those with car access.

Reducing motor vehicle traffic in the Bounds Green LTN

6.1 There were more positive than negative responses towards reducing motor vehicle traffic in the Bounds Green LTN from respondents without car access*. There were more negative than positive responses towards reducing motor vehicle traffic in the Bounds Green LTN from respondents with car access

6.2 75% (206 responses) of responses from respondents without car access and 29% (354 responses) of those with car access felt positive about reducing motor traffic in the Bounds Green LTN. This compared to 22% (60 responses) of those without car access and 63% (762 responses) of those with car access feeling negative towards the proposal.

Chart 6.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X car ownership



	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	48	669
2	12	93
3	5	75
4	12	47
5 - Positive	194	307
I don't know / Undecided	4	26
Total	275	1217

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

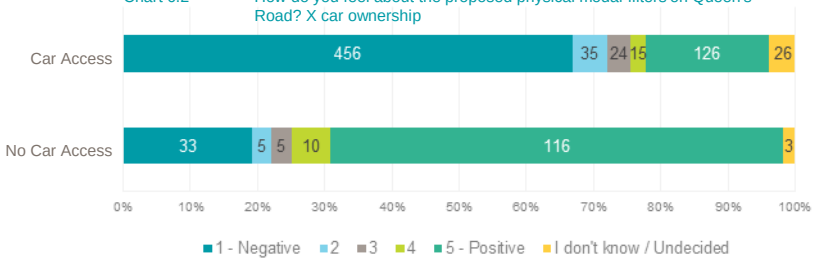
Consultation results: Car Access

Respondents with no car access were more positive about the changes in Areas A, B & C than those with car access.

Areas A, B & C

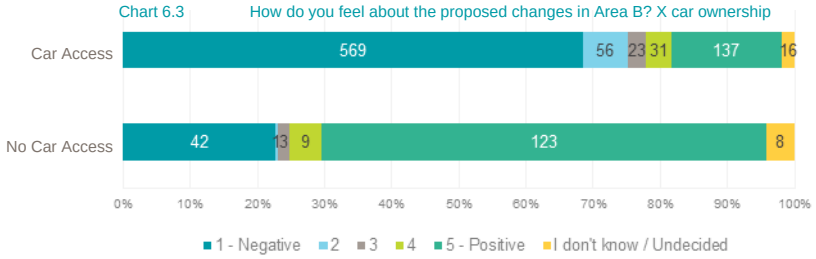
6.3 Responses from those without car access were much more positive towards the changes in Areas A, B & C compared to respondents with car access*.

Chart 6.2 How do you feel about the proposed physical modal filters on Queen's Road? X car ownership



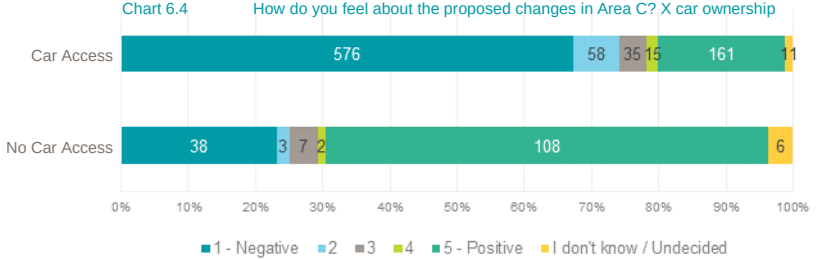
Queens Road	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	33	456
2	5	35
3	5	24
4	10	15
5 - Positive	116	126
I don't know / Undecided	3	26
Total	172	732

Chart 6.3 How do you feel about the proposed changes in Area B? X car ownership



Area B	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	42	569
2	1	56
3	3	23
4	9	31
5 - Positive	123	137
I don't know / Undecided	8	16
Total	186	832

Chart 6.4 How do you feel about the proposed changes in Area C? X car ownership



Area C	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	38	576
2	3	58
3	7	35
4	2	15
5 - Positive	108	161
I don't know / Undecided	6	11
Total	164	856

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

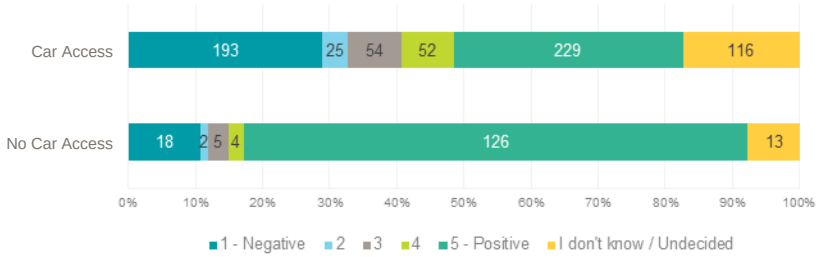
Consultation results: Car Access

Respondents with no car access were much more positive about the School Streets than those with car access.

Trinity Primary Academy School Street

6.4 Both respondents with and without car access were more positive than negative towards the proposed School street at Trinity Primary Academy*. Respondents without car access were more positive towards the proposal than respondents with car access.

Chart 6.5 How do you feel about the proposed School Street at Trinity Primary Academy?

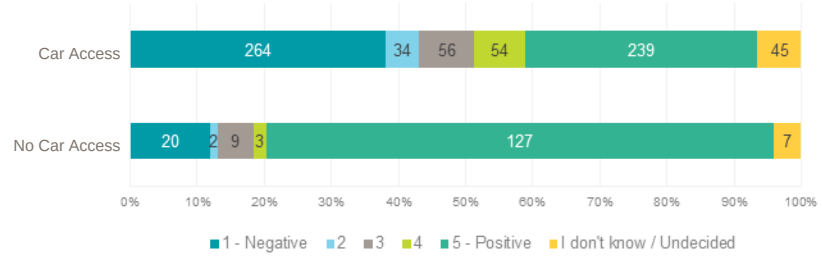


	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	18	193
2	2	25
3	5	54
4	4	52
5 - Positive	126	229
I don't know / Undecided	13	116
Total	**168**	**669**

St. Martin of Porres Primary School Street

6.5 Respondents without car access were more positive towards the School Street at St Martin of Porres Primary School than negative, whereas respondents with car access were more negative than positive.

Chart 6.6 How do you feel about the proposed School Street at St Martin of Porres Primary School?



	No Car Access (# of responses)	Car Access (# of responses)
1 - Negative	20	264
2	2	34
3	9	56
4	3	54
5 - Positive	127	239
I don't know / Undecided	7	45
Total	**168**	**692**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

7.0 Consultation results: Travel

Consultation results: Travel

There were more negative than positive responses from those who travel by private car. There were more positive than negative responses from those who cycle.

7.1 Respondents were asked how they most commonly travel around the area. The two most common travel modes – private car (as driver) & walking are reviewed in the text, as well as trends on the most positive and negative travel modes*.

Reducing motor vehicle traffic in the Bounds Green LTN

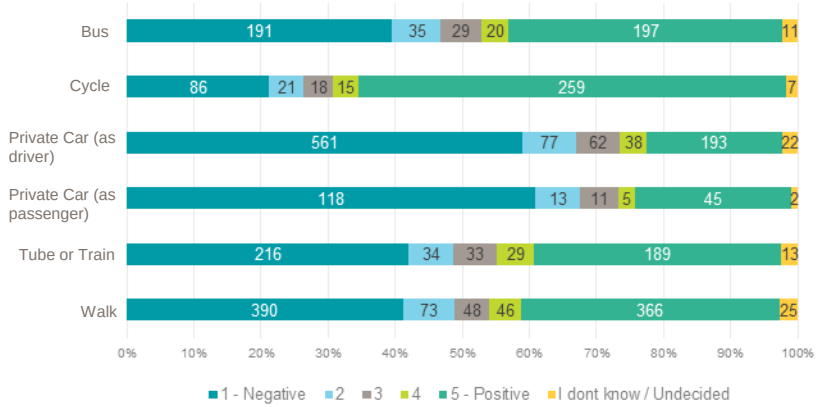
7.2 Responses from respondents using the two most common travel modes (walking and private car) were more negative towards the proposal to reduce motor vehicle traffic in the Bounds Green LTN than positive. However, responses from those who walk had higher levels of positivity towards the proposal.

7.3 Of those who walk, 43% (412 responses) were positive towards the proposal compared with 49% (463 responses) who were negative. Of those who use a private car, 24% (231 responses) were positive about reducing motor traffic in the Bounds Green while 67% (638 responses) were negative. .

7.4 Respondents who cycle were most positive about the proposal, whereas respondents who drive a Taxi or private hire vehicle were the most negative.

*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"
** Only groups with 100+ responses are portrayed in the graph

Chart 7.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Travel**



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	191	35	29	20	197	11	483
Cycle	86	21	18	15	259	7	406
Delivery vehicle	8	0	1	0	0	0	9
Moped / motorbike	13	1	3	1	3	0	21
Private car (as driver)	561	77	62	38	193	22	953
Private car (as passenger)	118	13	11	5	45	2	194
Taxi or private hire vehicle (as driver)	11	0	0	0	1	0	12
Taxi or private hire vehicle (as passenger)	30	3	3	2	13	0	51
Tube or Train	216	34	33	29	189	13	514
Walk	390	73	48	46	366	25	948
Walk with a pushchair / buggy / pram etc.	21	17	6	4	29	3	80
Wheelchair/ mobility aid	4	1	0	0	6	0	11
Other	10	1	0	0	1	0	12

Consultation results: Travel

There were more negative responses than positive responses from those who travel by private car and walking for the proposed changes in Area A

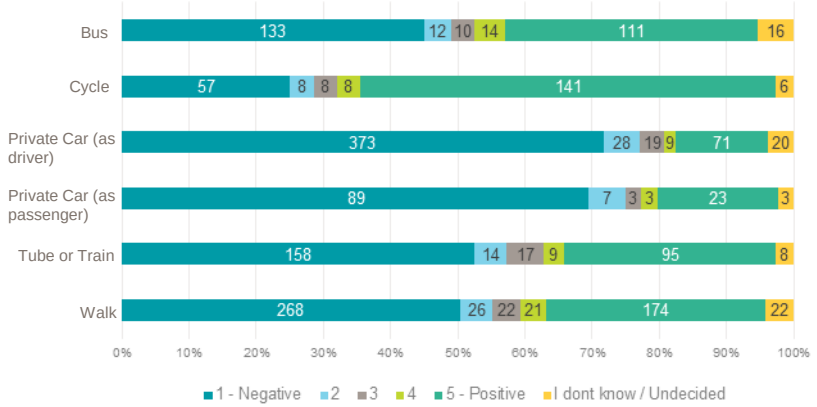
Proposed changes in Area A

7.5 Both respondents who walk and respondents who use a private car felt more negative towards the changes in Area A than positive*. However people who walk had higher levels of positivity towards the proposal.

7.6 Of those who walk, 37% (195 responses) were positive towards the proposal compared with 55% (294 responses) who were negative. Of those who use a private car (as driver), 15% (80 responses) were positive about reducing motor traffic in the Bounds Green while 77% (401 responses) were negative. .

7.7 Respondents who cycle were most positive about the changes in Area A, whereas respondents who drive a Taxi or private hire vehicle and those who drive a delivery vehicle were the least positive.

Chart 7.2 How do you feel about the proposed physical modal filters on Queen's Road? X Travel**



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	133	12	10	14	111	16	**296**
Cycle	57	8	8	8	141	6	**228**
Delivery vehicle	7	0	0	0	0	0	**7**
Moped / motorbike	8	1	0	0	2	1	**12**
Private car (as driver)	373	28	19	9	71	20	**520**
Private car (as passenger)	89	7	3	3	23	3	**128**
Taxi or private hire vehicle (as driver)	7	0	0	0	0	0	**7**
Taxi or private hire vehicle (as passenger)	19	2	2	0	5	1	**29**
Tube or Train	158	14	17	9	95	8	**301**
Walk	268	26	22	21	174	22	**533**
Walk with a pushchair / buggy / pram etc.	21	1	2	2	10	1	**37**
Wheelchair/ mobility aid	2	0	0	0	3	0	**5**
Other	11	0	0	0	0	0	**11**

*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"
** Only groups with 100+ responses are portrayed in the graph

Consultation results: Travel

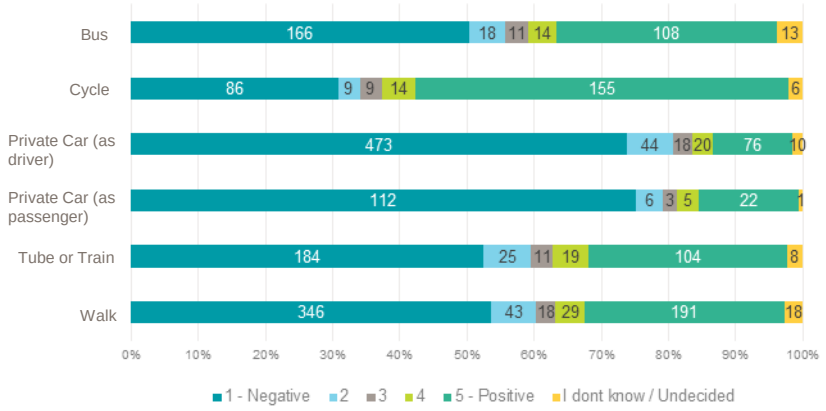
There were more negative responses than positive responses from those who travel by private car and walking for the proposed changes in Area B

Proposed changes in Area B

7.8 Both people who walk and use a private car felt more negative towards the changes in Area B than positive*. However people who walk had higher levels of positivity towards the proposal. Of those who walk, 34% (220 responses) were positive towards the proposal compared with 60% (389 responses) who were negative. Of those who use a private car, 15% (96 responses) were positive about reducing motor traffic in the Bounds Green while 81% (517 responses) were negative.

7.9 Responses from those who cycle were most positive of the changes in Area B, whereas responses from those who drive a Taxi or private hire vehicle and those who drive a delivery vehicle were least positive.

Chart 7.3 How do you feel about the proposed changes in Area B? X Travel**



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	166	18	11	14	108	13	**330**
Cycle	86	9	9	14	155	6	**279**
Delivery vehicle	7	0	0	0	0	0	**7**
Moped / motorbike	9	3	1	0	2	0	**15**
Private car (as driver)	473	44	18	20	76	10	**641**
Private car (as passenger)	112	6	3	5	22	1	**149**
Taxi or private hire vehicle (as driver)	7	0	0	0	0	0	**7**
Taxi or private hire vehicle (as passenger)	27	1	1	3	8	1	**41**
Tube or Train	184	25	11	19	104	8	**351**
Walk	346	43	18	29	191	18	**645**
Walk with a pushchair / buggy / pram etc.	28	7	1	5	17	0	**58**
Wheelchair/ mobility aid	2	0	0	0	2	1	**5**
Other	7	2	0	0	0	1	**10**

*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"
** Only groups with 100+ responses are portrayed in the graph

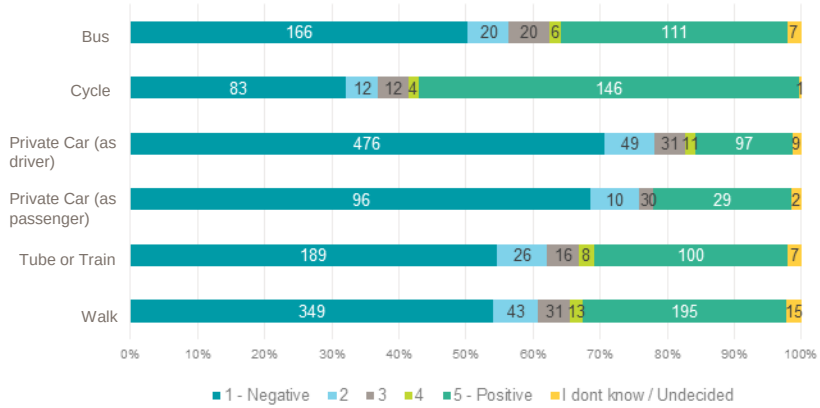
There were more negative responses than positive responses from those who travel by private car and walking for the proposed changes in Area C

Proposed changes in Area C

7.10 Both people who walk and use a private car were more negative towards the changes in Area C than positive*. However people who walk had higher levels of positivity towards the proposal. Of those who walk, 32% (208 responses) were positive towards the proposal compared with 61% (392 responses) who were negative. Of those who use a private car (as driver), 16% (108 responses) were positive about reducing motor traffic in the Bounds Green while 78% (525 responses) were negative. .

7.11 Respondents who most commonly cycle were most supportive of the changes in Area C, whereas respondents who drive a Taxi, private hire vehicle or a delivery vehicle were least supportive.

Chart 7.4 How do you feel about the proposed changes in Area C? X Travel



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	166	20	20	6	111	7	**330**
Cycle	83	12	12	4	146	1	**258**
Delivery vehicle	7	0	0	0	0	0	**7**
Moped / motorbike	9	1	0	1	1	1	**13**
Private car (as driver)	476	49	31	11	97	9	**673**
Private car (as passenger)	96	10	3	0	29	2	**140**
Taxi or private hire vehicle (as driver)	8	0	0	0	0	0	**8**
Taxi or private hire vehicle (as passenger)	23	3	0	0	5	1	**32**
Tube or Train	189	26	16	8	100	7	**346**
Walk	349	43	31	13	195	15	**646**
Walk with a pushchair / buggy / pram etc.	21	3	4	1	13	1	**43**
Wheelchair/ mobility aid	1	0	0	0	4	1	**6**
Other	7	2	1	0	0	1	**11**

*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"
** Only groups with 100+ responses are portrayed in the graph

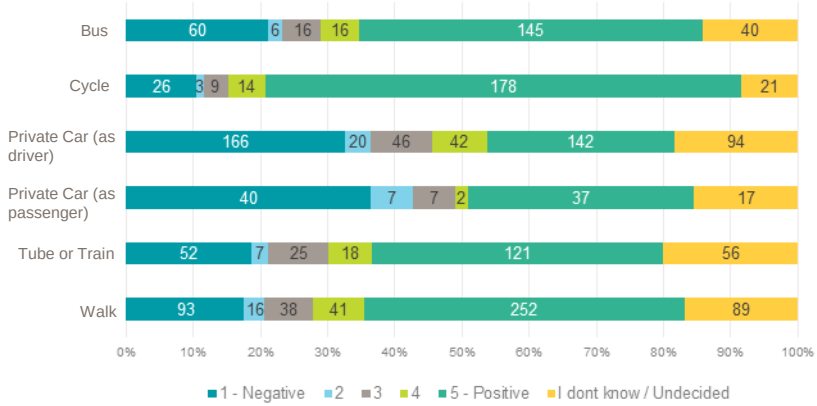
People who walk around the area were more positive towards the Trinity Primary Academy School Street whilst there were a similar number of positive and negative responses from people who drive a private car.

School Street at Trinity Primary Academy

7.12 Of those who walk, 55% (293 responses) felt positive towards the proposal compared with 21% (109 responses) who did not. Of those who use a private car, 36% (184 responses) of respondents felt positive and 36% felt negative about the changes (186 responses)*.

7.13 Responses from those who travel by wheelchair/mobility aid were most positive about the School Street, whereas responses from those who drive a moped/motorbike were most negative.

Chart 7.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Travel**



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	60	6	16	16	145	40	**283**
Cycle	26	3	9	14	178	21	**251**
Delivery vehicle	1	0	0	1	1	1	**4**
Moped / motorbike	5	1	1	1	4	0	**12**
Private car (as driver)	166	20	46	42	142	94	**510**
Private car (as passenger)	40	7	7	2	37	17	**110**
Taxi or private hire vehicle (as driver)	2	0	3	2	0	1	**8**
Taxi or private hire vehicle (as passenger)	8	2	3	2	8	3	**26**
Tube or Train	52	7	25	18	121	56	**279**
Walk	93	16	38	41	252	89	**529**
Walk with a pushchair / buggy / pram etc.	6	0	4	3	27	2	**42**
Wheelchair/ mobility aid	0	0	0	0	4	1	**5**
Other	4	0	1	0	2	2	**9**

*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"
** Only groups with 100+ responses are portrayed in the graph

Consultation results: Travel

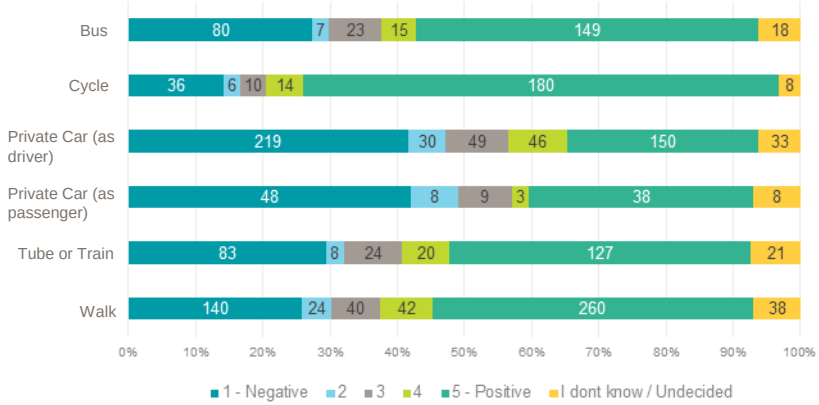
People who walk around the area were more positive towards the St Martin of Porres Primary School Street whilst people who drive were more negative.

School Street at St Martin of Porres Primary School

7.14 Of those who walk, 56% (302 responses) were positive towards the proposal compared with 30% (164 responses) who did not. Of those who use a private car, 37% (196 responses) of respondents felt positive and 47% (249 responses) felt negative about the proposal*.

7.15 Responses from those who travel by wheelchair/mobility aid were most positive about the School Street, whereas responses from those who travel by other modes were least positive.

Chart 7.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Travel**



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
Bus	80	7	23	15	149	18	292
Cycle	36	6	10	14	180	8	254
Delivery vehicle	2	0	1	1	1	0	5
Moped / motorbike	5	1	1	1	4	0	12
Private car (as driver)	219	30	49	46	150	33	527
Private car (as passenger)	48	8	9	3	38	8	114
Taxi or private hire vehicle (as driver)	2	0	3	2	0	1	8
Taxi or private hire vehicle (as passenger)	10	4	3	1	8	2	28
Tube or Train	83	8	24	20	127	21	283
Walk	140	24	40	42	260	38	544
Walk with a pushchair / buggy / pram etc.	7	0	4	3	26	2	42
Wheelchair/ mobility aid	0	0	0	0	5	0	5
Other	5	0	1	0	2	1	9

*Respondents were able to pick up to three responses, therefore individual opinions may be represented more than once. Positive refers to selecting "4" or "5" while negative refers to "1" or "2"
** Only groups with 100+ responses are portrayed in the graph

8.0 Consultation results: Disability

Consultation results: Disability*

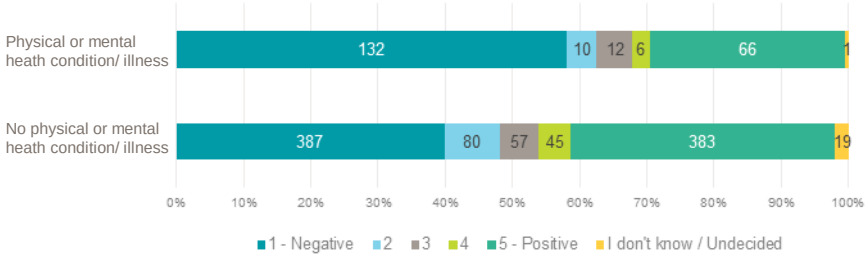
A lower proportion of respondents with a physical or mental health condition/illness were positive about LB Haringey proposing to reduce motor vehicle traffic in Bounds Green.

Reducing motor vehicle traffic in the Bounds Green LTN

8.1 Both respondents with and without a physical or mental health condition/illness were more negative than positive towards the proposal to reduce motor vehicle traffic in the Bounds Green LTN. Respondents without a physical or mental health condition/illness were more positive than respondents with a physical or mental health condition/illness*.

8.2 32% (72 responses) of respondents with a physical or mental health condition /illness felt positive, whilst 63% (142 responses) felt negative towards the proposal. 44% (428 responses) of responses from respondents without a physical or mental health condition/illness felt positively towards the proposal, compared to 48% (467 responses) who felt negative.

Chart 8.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X disability



	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	132	387
2	10	80
3	12	57
4	6	45
5 - Positive	66	383
I don't know / Undecided	1	19
Total	**227**	**971**

*Note that questions relating to disability utilised phrasing about "Physical or mental health condition or illness" in order to be comparable to census data
**positive refers to selecting "4" or "5" while negative refers to "1" or "2"

Consultation results: Disability

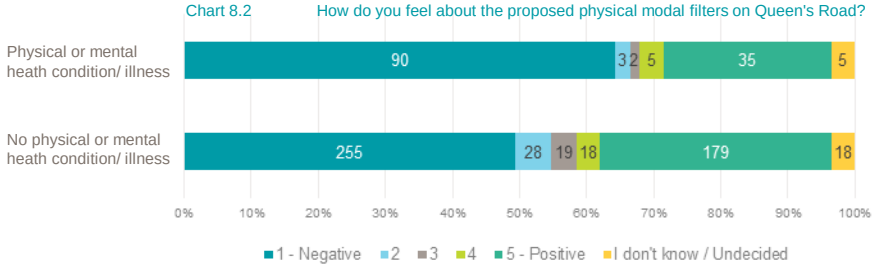
Responses followed a similar pattern across the three areas.

Area A, B & C

8.3 Responses from respondents both with and without a physical or mental health condition/illness were more negative towards the proposed changes to Area A, B & C than positive*.

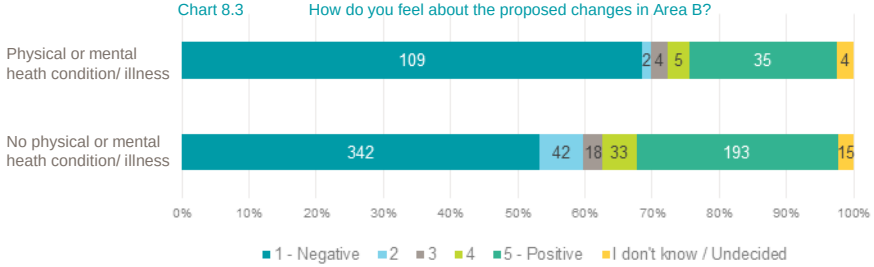
8.4 Respondents without a health condition were more positive towards the changes in Areas A, B & C than respondents with a physical or mental health condition/illness

Chart 8.2 How do you feel about the proposed physical modal filters on Queen's Road?



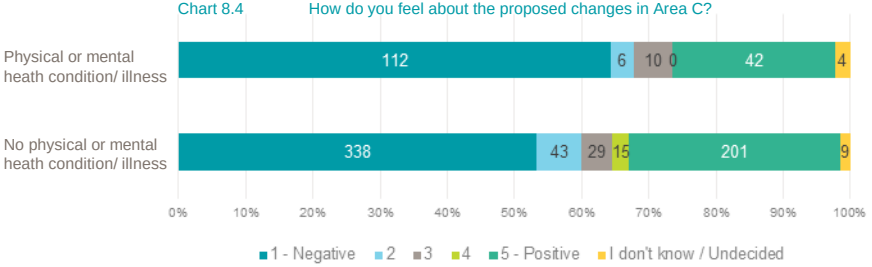
Queen's Road	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	90	255
2	3	28
3	2	19
4	5	18
5 - Positive	35	179
I don't know / Undecided	5	18
Total	**140**	**517**

Chart 8.3 How do you feel about the proposed changes in Area B?



Area B	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	109	342
2	2	42
3	4	18
4	5	33
5 - Positive	35	193
I don't know / Undecided	4	15
Total	**159**	**643**

Chart 8.4 How do you feel about the proposed changes in Area C?



Area C	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	112	338
2	6	43
3	10	29
4	0	15
5 - Positive	42	201
I don't know / Undecided	4	9
Total	**174**	**635**

*positive refers to selecting "4" or "5" while negative refers to "1" or "2"

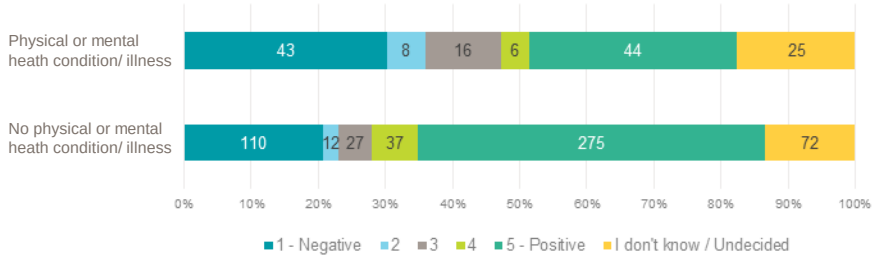
Consultation results: Disability

Respondents with a physical or mental health condition / illness were more negative than positive towards the St Martin School Streets but were more evenly split about Trinity Primary Academy

Trinity Primary Academy School Street

8.5 Respondents without a physical or mental health condition/illness were more positive towards the School Street at Trinity Primary Academy than negative*. There were similar numbers of positive and negative responses from respondents with a physical or mental health condition/illness

Chart 8.5 How do you feel about the proposed School Street at Trinity Primary Academy?

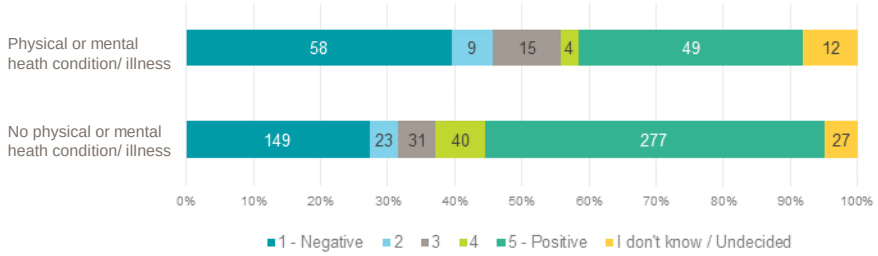


	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	43	110
2	8	12
3	16	27
4	6	37
5 - Positive	44	275
I don't know / Undecided	25	72
Total	**142**	**533**

St. Martin of Porres Primary School Street

8.6 Respondents without a physical or mental health condition/illness were more positive towards the School Street at St Martin of Porres Primary School than negative, whereas respondents respondents with a physical or mental health condition/illness issue were more negative than positive.

Chart 8.6 How do you feel about the proposed School Street at St Martin of Porres Primary School?



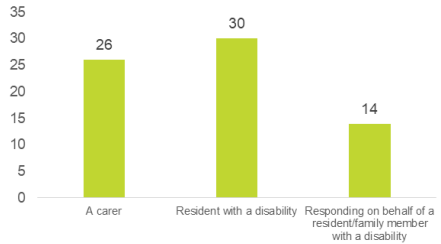
	Physical or mental health condition / illness (# of responses)	No physical or mental health condition / illness (# of responses)
1 - Negative	58	149
2	9	23
3	15	31
4	4	40
5 - Positive	49	277
I don't know / Undecided	12	27
Total	**147**	**547**

*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Disability/Carers Survey

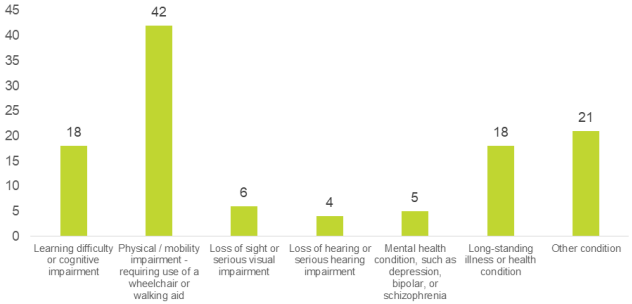
A survey for disabled residents and/or carers in the LTN area was developed to explore some of the specific needs and suggestions from these groups.
70 responses were received from those in the Bounds Green area.

Chart 8.7 Are you responding to this survey as:



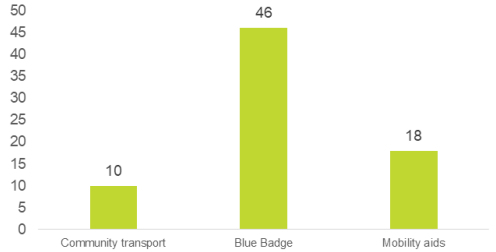
Are you responding to this survey as:	# of responses
A carer	26
Resident with a disability	30
Responding on behalf of a resident/family member with a disability	14
Grand Total	**70**

Chart 8.8 If you feel comfortable doing so, please tell us the general nature of the disability?



If you feel comfortable doing so, please tell us the general nature of the disability	# of responses	% of responses
Learning difficulty or cognitive impairment	18	26%
Physical / mobility impairment - requiring use of a wheelchair or walking aid	42	60%
Loss of sight or serious visual impairment	6	9%
Loss of hearing or serious hearing impairment	4	6%
Mental health condition, such as depression, bipolar, or schizophrenia	5	7%
Long-standing illness or health condition	18	26%
Other condition	21	30%

Chart 8.9 Facilities and services used - Blue badges / Community Transport / Mobility aids:



Facilities and services used	Count
Community transport	10
Blue Badge	46
Mobility aids	18

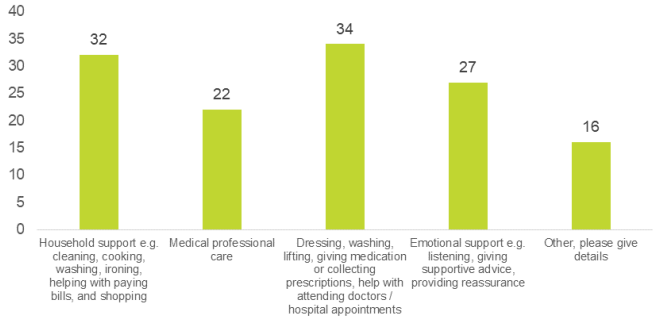
Consultation results: Disability/Carers Survey

Are there any destinations in the LTN you regularly visit?	# of responses
Yes	63
No	4
Grand Total	**67**

Do you have a carer or receive care?	# of responses
Yes	35
No	31
Grand Total	**66**

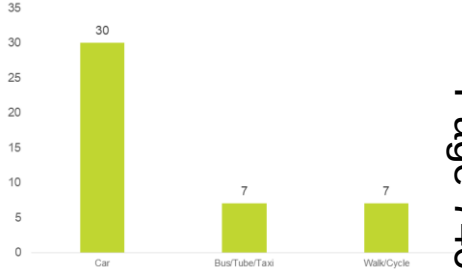
Does the carer (or medical professional) need to bring equipment?	# of responses
Yes	8
No	20
Sometimes	9
Grand Total	**37**

Chart 8.10 Nature of Care received:



Nature of Care received	# of responses	% of responses
Household support e.g. cleaning, cooking, washing, ironing, helping with paying bills, and shopping	32	46%
Medical professional care	22	31%
Dressing, washing, lifting, giving medication or collecting prescriptions, help with attending doctors / hospital appointments	34	49%
Emotional support e.g. listening, giving supportive advice, providing reassurance	27	39%
Other, please give details	16	23%

Chart 8.11 How does the Carer travel to your property?



How does the Carer travel to your property?	# of responses
Car	30
Bus/Tube/Taxi	7
Walk/Cycle	7

Consultation results: Disability/Carers Survey

Of the 70 respondents, 57 left comments.

The most common locations that people required access to included:
- Doctors/health centre (particularly on Gordon Road), pharmacy and other medical services (16 comments)
- To give care to relatives (7 comments) – some of these were within the LTN area but 2 explicitly said they cared for people outside the area
- Public transport (5 comments) including bus stops and Bounds Green tube
- Local shops (4 comments)
- School/education (3 comments)

The key issues raised about the LTN included:
- Concerns about longer journey times (28 comments)
- Many of these also said that the LTN would block access to key places, such as homes or services (14 comments)
- There were also concerns that carers would no longer be able to access those they care for. These related to both professional carers and those caring for relatives/friends (14 comments)
- Often linked to an increase in journey times were concerns around the impact of LTNs on main roads (13 comments)
- A number of the above comments also stated that they were unable to walk, cycle or take public transport as an alternative to using their car (11 comments)
- Other key issues raised included linking the above issues with the existing filters installed by Enfield (8 comments) and concerns about air pollution (7 comments)

While many of the issues raised were similar to the main survey, many responses highlighted how the issue would specifically impact their disability (e.g. ability to access medical services, problems for care givers, increased journey time triggering anxiety, increased air pollution triggering asthma)

There were also a number of comments highlighting the benefits of the LTN:
- 6 of these comments left general support
- There were a number of comments that said that the LTNs would improve their mobility, opening up routes for them to walk, cycle or use a wheelchair (5 comments)

Many of the positive comments highlighted that the existing street landscape and traffic volumes had a negative impact on their mobility.

Some comments made specific suggestions about what LB Haringey could do differently:
- The most common of these was around improving the consultation (21 comments). These comments related to: ensuring that disabled voices are listened to; improving communications, including mail-outs that specifically target disabled people; include disabled people earlier in the consultation; and consider specific needs of disabled people in material (not just images; braille etc.)
- There were some specific comments about physical changes, including expand the schemes (4 comments), scrap the schemes (4 comments), improve walking, cycling or wheelchair routes in the area (3 comments), and reintroduce the banned right turn onto Bounds Green Road from Whittington Road (3 comments).

9.0 Consultation results: Demographics - Age

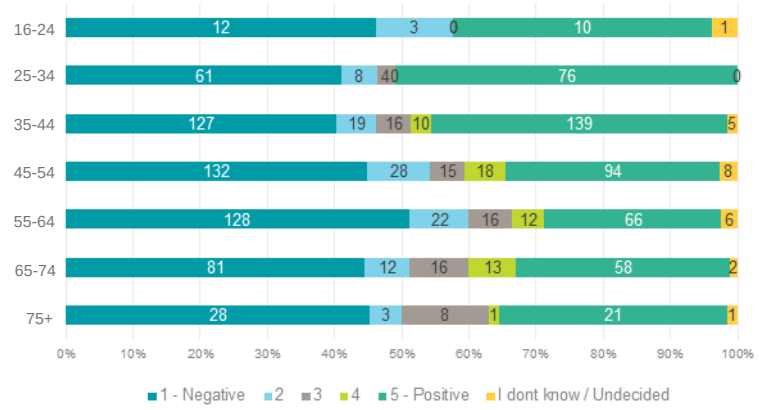
Consultation results: Age

Those aged 25-34 were the most positive age group.
Those aged 55-64 were the most negative age group

Reducing motor vehicle traffic in the Bounds Green LTN

9.1 Those aged 25-34 were the most positive age group with 51% (76 responses) feeling positive and 46% (69 responses) feeling negative towards the proposal*. Those aged 55-64 were the most negative age group towards the proposal, with 31% (78 responses) feeling positive whilst 60% (150 responses) felt negatively.

Chart 9.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Age



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	12	3	0	0	10	1	**26**
25-34	61	8	4	0	76	0	**149**
35-44	127	19	16	10	139	5	**316**
45-54	132	28	15	18	94	8	**295**
55-64	128	22	16	12	66	6	**250**
65-74	81	12	16	13	58	2	**182**
75+	28	3	8	1	21	1	**62**
I prefer not to say	76	7	1	2	15	5	**106**

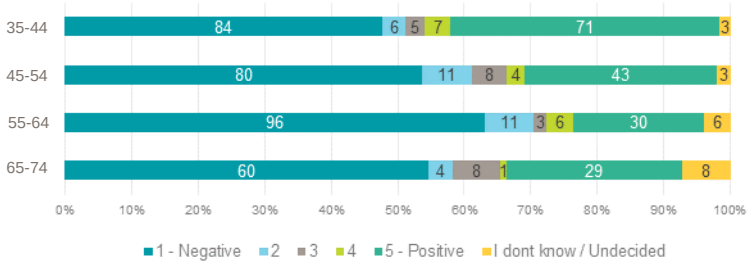
*positive refers to selecting “4” or “5” while negative refers to “1” or “2”

Consultation results: Age

Area A

9.2 All age groups apart from 25-34 year olds had more responses that were negative than positive towards the changes in Area A*. Those aged 55-64 were the least positive about the changes..

Chart 9.2 How do you feel about the proposed physical modal filters on Queen's Road? X Age**

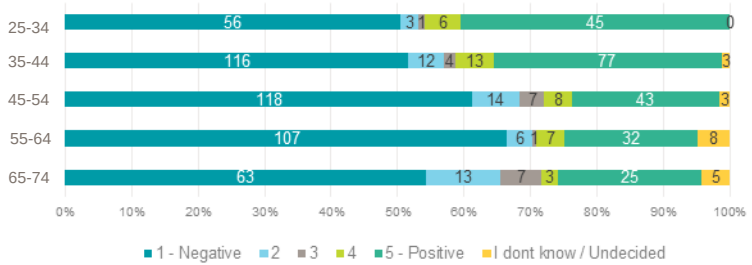


	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	9	2	0	0	6	0	17
25-34	39	1	1	1	39	0	81
35-44	84	6	5	7	71	3	176
45-54	80	11	8	4	43	3	149
55-64	96	11	3	6	30	6	152
65-74	60	4	8	1	29	8	110
75+	19	2	1	5	8	4	39
I prefer not to say	58	3	2	1	5	2	71

Area B

9.3 All age groups had more responses that were negative than positive towards the changes in Area B. Those aged 25-34 had the highest proportion of respondents positive about the changes whilst those aged 55-64 had the lowest proportion.

Chart 9.3 How do you feel about the proposed changes in Area B? X Age

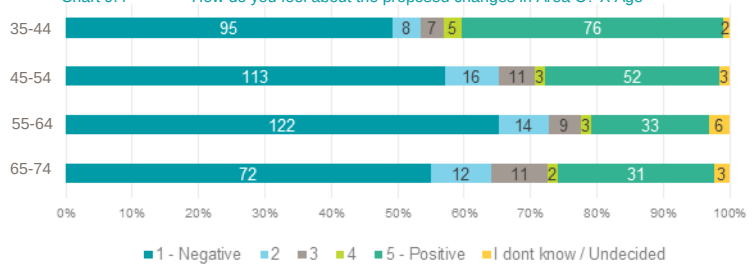


	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	11	1	1	0	6	0	19
25-34	56	3	1	6	45	0	111
35-44	116	12	4	13	77	3	225
45-54	118	14	7	8	43	3	193
55-64	107	6	1	7	32	8	161
65-74	63	13	7	3	25	5	116
75+	25	1	1	2	10	4	43
I prefer not to say	63	5	2	0	9	1	80

Area C

9.4 All age groups had more responses that were negative than positive towards the changes in Area C. Those aged 25-34 had the highest proportion of respondents positive about the changes whilst those aged 55-64 had the lowest proportion.

Chart 9.4 How do you feel about the proposed changes in Area C? X Age



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	10	2	0	0	7	0	19
25-34	46	1	2	1	38	0	88
35-44	95	8	7	5	76	2	193
45-54	113	16	11	3	52	3	198
55-64	122	14	9	3	33	6	187
65-74	72	12	11	2	31	3	131
75+	28	1	1	2	16	1	49
I prefer not to say	68	3	1	0	7	1	80

*Positive refers to selecting “4” or “5” while negative refers to “1” or “2”
** Only groups with 100+ responses are portrayed in the graphs

Consultation results: Age

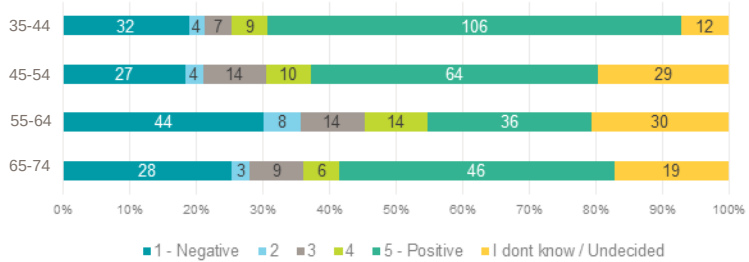
All age groups aside from those aged 55-64 were more positive about the School Streets than negative.

9.5 There was generally more positivity for the Schools Streets than negativity in all age groups, except for those aged 55-64*.

Trinity Primary Academy School Street

19.6 Those aged 35-44 were the most positive about the School Street whereas those aged 55-64 were the most negative.

Chart 9.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Age**

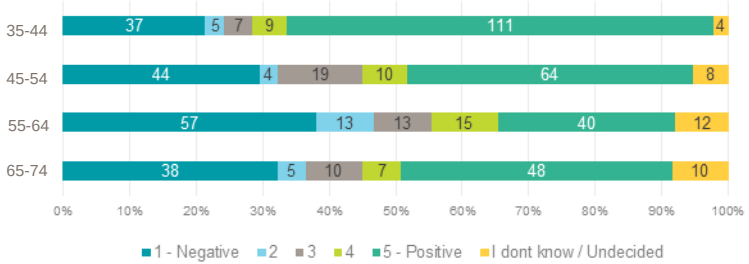


	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	4	1	1	1	9	3	19
25-34	24	3	2	4	49	1	83
35-44	32	4	7	9	106	12	170
45-54	27	4	14	10	64	29	148
55-64	44	8	14	14	36	30	146
65-74	28	3	9	6	46	19	111
75+	5	1	2	4	19	9	40
I prefer not to say	25	1	6	5	13	12	62

St. Martin of Porres Primary School Street

9.7 Those aged 35-44 were the most positive about the School Street whereas those aged 55-64 were the most negative.

Chart 9.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Age



	1 – Negative (# of responses)	2 (# of responses)	3 (# of responses)	4 (# of responses)	5 – Positive (# of responses)	I dont know / Undecided (# of responses)	Total (# of responses)
16-24	5	2	2	1	8	2	20
25-34	24	4	2	3	48	2	83
35-44	37	5	7	9	111	4	173
45-54	44	4	19	10	64	8	149
55-64	57	13	13	15	40	12	150
65-74	38	5	10	7	48	10	118
75+	12	1	3	4	20	4	44
I prefer not to say	35	0	5	5	13	4	62

*Positive refers to selecting “4” or “5” while negative refers to “1” or “2”
** Only groups with 100+ responses are portrayed in the graphs

10.0 Consultation results: Demographics - Gender

Consultation results: Gender

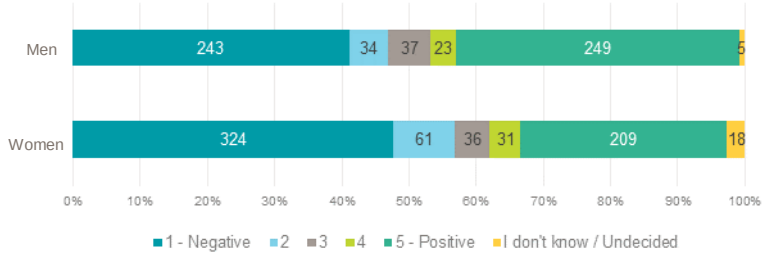
A higher proportion of men than women were positive about proposals to reduce motor vehicle traffic

Reducing motor vehicle traffic in the Bounds Green LTN

10.1 Overall, responses from both men and women were more negative towards the proposal to reduce motor traffic in the Bounds Green LTN than positive*. However, men were more supportive of the proposal than women.

10.2 46% (272 responses) of men were positive about the proposal whilst 47% (277 responses) were negative. This compared to 36% (240 responses) of women who were positive whilst 57% (385 responses) were negative.

Chart 10.1 How do you feel about Haringey proposing to reduce motor vehicle traffic in the Bounds Green LTN? X Gender



	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	243	324	6	6	69
2	34	61	0	0	6
3	37	36	0	1	2
4	23	31	0	0	1
5 - Positive	249	209	1	5	16
I don't know / Undecided	5	18	0	1	3
Total	**591**	**679**	**7**	**13**	**97**

*Positive refers to selecting “4” or “5” while negative refers to “1” or “2”
** Only groups with 100+ responses are portrayed in the graphs

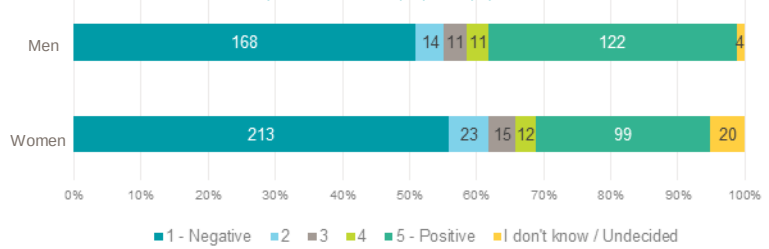
Consultation results: Gender

Both men and women were more negativet han positive about the changes in areas A, B & C.

Area A, B & C

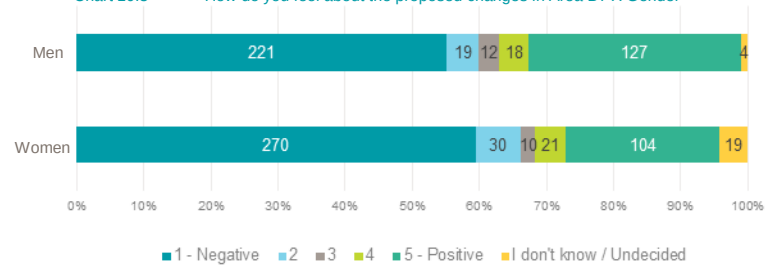
10.3 There were more negative than positive responses towards the proposed changes in Area A, B & C from both men and women*. However, men were more positive about the proposals than women.

Chart 10.2 How do you feel about the proposed physical modal filters on Queen's Road? X Gender



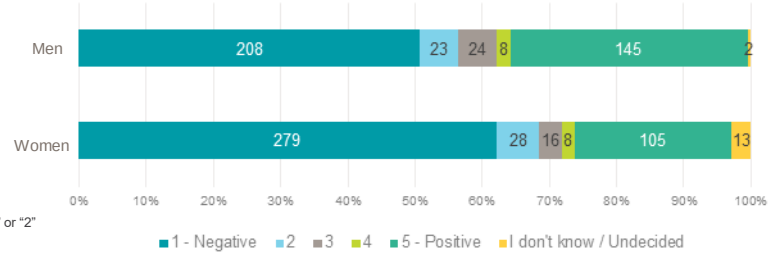
Queens Road	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	168	213	4	6	55
2	14	23	0	1	1
3	11	15	0	0	1
4	11	12	0	0	2
5 - Positive	122	99	1	3	5
I don't know / Undecided	4	20	0	0	1
Total	**330**	**382**	**5**	**10**	**65**

Chart 10.3 How do you feel about the proposed changes in Area B? X Gender



Area B	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	221	270	4	7	54
2	19	30	0	0	4
3	12	10	0	0	3
4	18	21	0	0	0
5 - Positive	127	104	1	3	10
I don't know / Undecided	4	19	0	0	1
Total	**401**	**454**	**5**	**10**	**72**

Chart 10.4 How do you feel about the proposed changes in Area C? X Gender



Area C	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	208	279	5	6	59
2	23	28	0	0	5
3	24	16	0	0	2
4	8	8	0	0	0
5 - Positive	145	105	1	2	6
I don't know / Undecided	2	13	0	0	1
Total	**410**	**449**	**6**	**8**	**73**

*Positive refers to selecting "4" or "5" while negative refers to "1" or "2"
** Only groups with 100+ responses are portrayed in the graphs

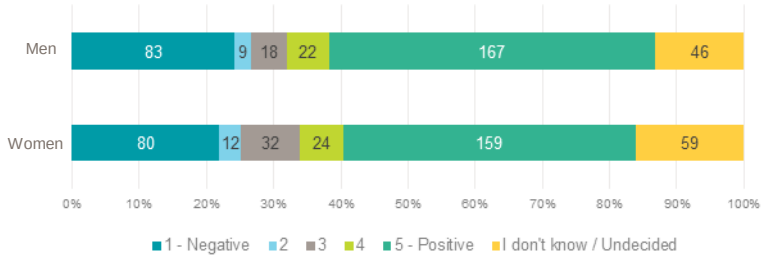
Consultation results: Gender

Both men and women were more positive than negative about the School Streets.

Trinity Primary Academy School Street

10.4 Responses from both men and women were more positive than negative towards the Trinity Primary Academy School Street.

Chart 10.5 How do you feel about the proposed School Street at Trinity Primary Academy? X Gender

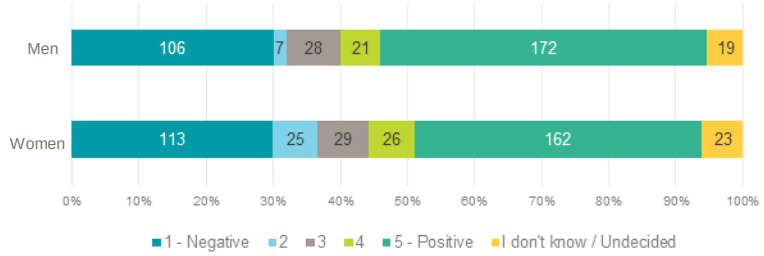


	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	83	80	4	3	19
2	9	12	0	0	4
3	18	32	0	0	7
4	22	24	0	1	6
5 - Positive	167	159	1	3	9
I don't know / Undecided	46	59	0	0	11
Total	**345**	**366**	**5**	**7**	**56**

St. Martin of Porres Primary School Street

10.5 Responses from both men and women were more positive than negative towards the St Martin of Porres Primary School Street.

Chart 10.6 How do you feel about the proposed School Street at St Martin of Porres Primary School? X Gender



	Men (# of responses)	Women (# of responses)	Non-binary (# of responses)	Other / I prefer to self-describe (# of responses)	I prefer not to say (# of responses)
1 - Negative	106	113	4	3	28
2	7	25	0	0	2
3	28	29	0	0	6
4	21	26	0	1	6
5 - Positive	172	162	1	3	11
I don't know / Undecided	19	23	0	0	3
Total	**353**	**378**	**5**	**7**	**56**

11.0 Appendix

Appendix A: Methodology

11.1 Respondents were asked a series of questions about themselves followed by multiple Likert style questions to gain a better understanding of their sentiment towards proposed Low Traffic Neighbourhood (LTN) in Bounds Green. The questions were specifically designed to gauge sentiment, rather than support or opposition. Respondents were also given an opportunity to leave an open text comment about the scheme, as well as an open text comment about the proposed School Street, in order to gain a better understanding of their views.

11.2 As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether people support or object the proposed LTN.

11.3 Responses were monitored to ensure that individuals did not submit multiple responses. Where individuals had left more than one response, their most recent response was kept and previous responses were removed from the consultation.

11.4 Percentages were rounded to the nearest whole number. As such, in some instances percentages may not total 100%. Most percentages were calculated based on the number of responses to that question, except for where respondents were able to select more than one option. For these questions, the total number of respondents was used to calculate the %s.

11.5 Open text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency.

11.6 Demographic questions were structured to provide comparable data to UK Census and official statistics. Questions and answer options mirrored those asked in the 2021 Census, with the exception of gender, which focused more on gender identity rather than biological sex. As such, this had additional categories.

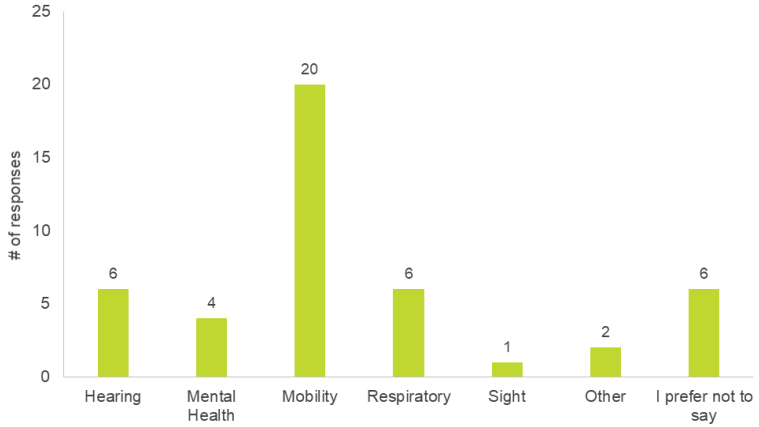
11.7 For most charts, only categories with >100 respondents were presented in the cross tabulation plots (with the exception for the plots regarding respondents' location).

11.8 We have determined 'negative' responses as those who responded '1 - Negative' or '2' to the survey question. 'Positive' responses were a combination of '5 – Positive' and '4'.

:

11.9 Respondents' providing responses via the survey online were limited to select one disability type, whereas those who completed a paper survey were able to select one or more. We have presented the online survey results earlier in the report. The plot for disability type can be found below

Chart 12.1 Please give details of your physical or mental health conditions/illnesses



11.10 Respondents' were asked to select how they are connected to the Bounds Green Area. The following responses were from respondents' who selected 'Other' and provided details about their connection to the area:

- I attend Futher education
- Attend Children's after school activities, visit local parks
- I live just over the 'border' in Palmers Green N13.
- Moving to Bounds Green
- Various
- My and my elderly parents' GP surgery and Community Health Centre is in the BG LTN Area C
- I live immediately outside the area, I frequently use essential & medical services in the area
- I go to the lymphatic therapy lounge for treatment and there will be no parking
- I live off green lanes
- I regularly walk in the area for exercise
- I own this property in Bounds Green
- My son regularly attends the Bounds Green health centre for its Tavistock clinic
- I live right next to area. I regularly use essential medical services in it
- I care for elderly parents in the area
- I need to take my elderly father to the GP in Gordon Road by car
- I have an allotment in the Winton Avenue allotment site, and walk there regularly
- We are in the process of buying a house in the BG LTN
- Dr surgery and health centre visits. Tube stop visit
- I travel regularly to bounds Green tube station
- Motorcycle community response volunteer, attending to patients in distress in the area
- Go to my doctors surgery in the area
- I live on the border of this area
- Allotment holder
- Moving to area
- Allotment
- Allotment owner
- I have an allotment in the BG Area.
- Allotment holder at Golf Course Allotments, Winton Ave
- I am planning to move to Bounds Green in the next 1-2 years
- I use a sports club in the area
- GP surgery in Gordon Rd

11.11 57 emails were received that contained feedback on the scheme. General feedback raised similar issues, suggestions and reasons for support as the consultation survey. Some additional points have been incorporated into the feedback, but as respondents could both email and fill in the consultation, we have not included numbers for themes raised by email. Some emails from groups in the area have been included in Appendix C.

Appendix B: Response from emergency services

London Ambulance Service

Good Afternoon

I hope you are well; after reviewing the proposed LTN plans carefully and following the emergency services meeting 8th July please find the below comments from the ambulance service;

London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

On the implementation of LTN schemes it is important to highlight that we support measures to improve public health by reducing traffic and encouraging walking and cycling but we know that changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. This is why we are asking that emergency vehicle access is properly considered in all LTN schemes, by looking at ways to implement traffic management changes that avoid introducing physical barriers, like the planters and lockable bollards, in preference for automatic number plate recognition cameras (ANPR) which enable unimpeded emergency access and egress.

On 5 July 2020, LAS Chief Operating Officer formally wrote to all London Boroughs and TfL, including Haringey, informing them of our concerns regarding hard closures and requesting that, where possible, hard closures should be avoided and camera enforced soft closures be implemented to all LTN's for unhindered emergency vehicle access and egress, due to the potential risk hard closures could have in delaying an ambulance response and therefore impacting patient safety.

The LAS does not carry any form of fire brigade or GERDA keys on our vehicles due to the way the ambulances are dispatched to calls with the nearest available ambulance being dispatched on next 999 call regardless of geographical location, therefore vehicles from outside Haringey will respond to calls within the borough. In addition there is no standardised lock used across London and even a delay of 2-3 minutes to stop, drop and unlock a bollard can delay an ambulance further reaching a 999 call and have the potential to impact on patient safety.

Bounds Green A LTN:

- Request for Queen's Road proposed hard closure to a camera enforced filter to facilitate better emergency egress from the scene of an incident with a patient who may require emergency admission into hospital, especially as the area is already restricted due to the railway line and one way system.

Bounds Green B LTN:

- Trinity Road – the filter that currently is in place, is this being replaced by the two proposed timed camera enforced closures?
- Marlborough Road proposed filter – due to the end road sufficient turn around space will need to be provided and enforced to prevent parking and delay egress from scene with patients. Noting the above regarding hard closures.
- Truro Road closure – although other routes have been provided the closure still creates increased diversions for crews responding to calls in area. Noting the above regarding hard closures.

Bounds Green C LTN:

- Passmore Gardens hard closure does create a diversion for crews. Note above regarding hard closures.

West Green Road/St Ann's Road LTN:

- The proposed through route design/system would assist in better emergency vehicle access and egress around the area. This permeability will allow better emergency access to residential and business properties in the area. It will also aid the ability for staff to reach Tottenham Ambulance station to start their shift, allows better access to St Ann's hospital, allows patient transport services to better access/egress the area and convey patients to and from North Middlesex from St Ann's Hospital.
- Retaining the rough routes on Black Boy Lane, Cornwall Road and Avenue Road is essential to aid emergency vehicle progression through the area.
- The design highlights a number of proposed modal filters but it is unclear from the map whether these are camera enforced or hard closures (noting the above regarding hard closures). Could I request an update with what the proposed closures will be hard or camera?
- Emergency vehicle access and egress would need to be facilitated through soft closures easily off these through routes to ensure a timely response to patients and easy egress to hospital. In particular filters F2, F3, F4 and F6 to prevent long diversions around closures. – note above regarding hard closures.
- The other design severely restricts the permeability of the area for emergency vehicles.

Bruce Grove A LTN:

- The volume of proposed hard closures is a huge concern and would create a extremely complex and difficult area for crews to navigate easily when responding to or egress from emergency calls. The area already has a very complex and difficult to navigate One system that creates diversions for crews, adding additional hard closures will further complicate matters. It also goes against the recommendations in the letter sent to Haringey Council from the LAS in July 2020 and TfL support for greater use of camera filters instead of hard closures.
- Filter 6 – ideally to be a camera to allow better southbound access to area from the The Avenue.
- Filter 10 – How is access to Linley Road going to be facilitated without long complex diversions for emergency crews?
- Filter 11 restricts access to the Pembury Road estate leaving only north access and will result in crews having to contend with the congested Lordship Lane @ A10 junction.
- Filter 13-15 creates an extremely complex, restricted and difficult road network to navigate for emergency crews when under emergency conditions, especially when they are already under pressure to reach unwell or injured patients. Better permeability is needed to assist access and egress in to, around in out of this area. Noting above regarding hard closures.

Bruce Grove B LTN:

- Better access/egress off and onto Downhills Way through an additional camera filter(s) on Rusper Road and/or Sandringham Road. This would assist in preventing long diversions for crews.

General

Any traffic order (banned turns, modal filter, bus gate, school street etc) would require the appropriate exemptions to be included for ambulance, fire and police purpose.

Many Thanks

Darren O'Rourke
Emergency Planning and Resilience Officer South East London and Surface Transport/
NILO

Department for Resilience and Specialist Assets| London Ambulance Service NHS Trust | Units 1 &2 Datapoint Business Centre, 6 South Crescent, Cody Road, London, E16 4TL | Tel: 0203 0690417 int. 130417| Mob: 07557565967| ISSI: 9179028 | Email: Darren.ORourke@nhs.net
Respectful | Professional | Innovative | Collaborative

Appendix B: Response from emergency services

Metropolitan Police; London Fire Brigade

I have liaised with the borough leadership team who have no objections to these proposals, but did enquire as to whether or not you have considered the cumulative impact of your LTN's sitting alongside those close by in Enfield.

I have also read Darren's detailed response, most of which we would echo, with the only difference being that we do not necessarily require quick egress from areas. As discussed in the meeting, we would like to see those proposed hard closures that can potentially cause problems be considered to being changed to camera enforced ones.

This is my only concern and I have no objections to your proposals.

Kind regards

Luke HEMING

Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Camden and Islington

VISION ZERO – ROAD SAFETY ENGINEERING UNIT | METROPOLITAN POLICE
Telephone 07929 857398| 07918 228470
:**Email** luke.heming@met.police.uk
+**Address** CHADWELL HEATH TRAFFIC UNIT, 11 GROVE ROAD, CHADWELL HEATH, RM6 4AG

Classification: **OFFICIAL**

My name is Claiton Murray and I am the new Borough Commander for Haringey for the London Fire Brigade. After looking at your presentation regarding the implementation of hard closure barriers and having discussions with my colleagues, I do have concerns about accessibility for fire appliances as well as special appliances like our aerials. There seems to be no detail around the width restrictions that are being proposed. These details are important for the London Fire Brigade as is the layout (even if the width is appropriate, manoeuvring large appliances based on the layout may be problematic). If the layout or widths of the restrictions impede on the ability of our appliances to pass through, this could impact on our attendance times and may prevent larger appliances from attending incidents altogether. London Fire Brigade has target attendance times of 6 minutes for the first appliance to arrive at an incident and 8 minutes for the second appliance.

I have attached a guidance note that outlines some requirements that appliances need for access (this is a fire safety note but still relevant in parts for your proposals). I echo the thought process of our LAS and Police colleagues, that should restrictions need to be put in place, perhaps an approach that does not require a physical barrier would be advantageous.

Kind Regards,

Claiton Murray
Borough Commander Haringey

Tottenham Fire Station
49 St. Loys Road, London. N17 6UE
T 020 8555 1200 Extn 35685
M 07717 517306 **P** F122
E claiton.murray@london-fire.gov.uk

Appendix C: Responses/comments from groups

Transport for London – Buses

The measures need to safeguard bus journey time on the scheme perimeter. We want to work with the council to ensure bus journey time is monitored so that any delays/pinch point for buses are addressed before and after the scheme has been implemented.

Bounds Green Living Streets

We are hugely in favour of Bounds Green Living Streets supports the Bounds Green LTN being proposed by Haringey Council. We believe LTNs address the problem of excess traffic on residential roads, while also providing more positive spaces to live and work. As a group of residents from across the area that has been working together for some time on creating healthy streets, we believe the Bounds Green LTN will achieve this. Traffic in Haringey has risen by 21% in the last 10 years; neighbourhood streets have seen faster rises in traffic and collisions than main roads as more drivers use sat navs. Thanks to the location of the Bounds Green LTNs' a huge amount of commuter traffic travels daily through these local, residential streets, adding to the large volume of local traffic. The LTN in Bounds Green will reduce these volumes, along with speeds, encouraging shorter car trips to be made by foot or cycle. In other words, traffic reduction is not just about reducing rat-running but encouraging local traffic reduction as well. Pollution along with carbon emissions that lead to climate change will be lowered thanks to this proposed LTN. Furthermore, the LTN will also increase active travel and deliver community spaces for us to enjoy. In other words, greener streets and streets for all. Plus safer streets: recent LTNs have cut road casualties by 50%. Reviews of LTNs in other boroughs after six months have shown relatively little change on most main roads despite some fears of the impact on surrounding streets locally. Traffic depends on how people choose to travel. LTNs make it attractive to walk and cycle short trips and the planned LTNs in Bounds Green will achieve that and much more.

We believe School Streets are an essential way of addressing the parking, traffic congestion, road safety and air quality issues immediately outside schools in Haringey. They will lead to safer, more pleasant environments immediately around the school itself. They will also encourage children, parents and teachers to travel to school by active modes of travel, something that will alleviate the air pollution and road safety issues caused by motor traffic. There is also the issue of childhood obesity in Haringey being one of the highest of any London borough, and School Streets are a step in the right direction in managing that. We look forward to their implementation!

Whittington Health

The wheelchair service for all of Haringey is based on Edwards Drive. Access is required for delivery and shipment of wheel chairs to Haringey residents, and clinics are run regularly. To deliver powered wheelchairs we need full access to Passmore & Gordon road to get chairs out in an emergency. Our Haringey Wheelchair user group is also against these particular changes.

Warwick Road Action Group (WRAG)

The Warwick Road Action Group (founded 2012) was formed by local residents to campaign for low traffic measures in our Enfield/Haringey border area, in particular to counteract the use of Warwick and neighbouring roads as pressure valves for North Circular through traffic, which has risen steeply in recent years. I am its current coordinator. We have regularly engaged with Enfiled Council, local councillors and other groups, and we support the BowesLTN, which we want to see made permanent either in the existing or variant design. We welcome Haringey's adoption of LTNs and look forward to a joined-up approach to the area, across the borough boundary. Comments: (1) Area A: we support a filter on Queen's Rd but it might become less relevant if/when a bus gate is installed on Brownlow Rd. (2) Area B: we support any variation that prevents through-traffic between Green Lanes/North Circular/Bounds Green Road, but defer to residents' views within that zone as to precise configuration. We anticipate that more residents might prefer access to be via Bounds Green Rd than is shown in the current plans, i.e. possible expansion of the blue zone and contraction of the green zone. (3) Area C: we support any variation that prevents through-traffic between Durnsford Rd and Bounds Green Rd, but defer to residents' views within that zone as to precise configuration. (4) In support of the principle that traffic should adhere to primary & perimeter roads where possible -- rather than cutting through smaller, residential roads or congested Brownlow Rd -- and with high hopes for these schemes' success and public support, we urge Haringey Council to work with Enfield Council and TfL to look at restoring the right-turn connection between two A-roads: Bounds Green Road and the North Circular. This could become an important flexibility should the access point for the Bowes LTN be made Bounds Green Rd rather than the North Circular in any future re-design, also for residents of the Haringey LTNs. (5) We support the concerns of our neighbours on Brownlow Rd, which straddles Enfield and Haringey, where traffic levels have for long been too high for the physical nature of the road, notwithstanding its status as B-road. We therefore support Enfield's proposed bus gate, perhaps on a timed basis. The bus gate has obvious relevance in connection with Point 4 above. (6) We would like to see an additional stretch of protected cycle lane installed on both side of Bounds Green Road between Bounds Green Tube and the North Circular. The road is very wide and can surely support this. In connection with this, it would be desirable if the current pedestrian crossing (with railings) opposite Tewkesbury Green could be reconfigured as light-operated pedestrian AND cycle crossing. (6) Overall, we look forward to working constructively with both Enfield and Haringey councils to implement and refine the LTNs, to make roads safer, and to institute measures to promote and enable behavioural shift towards active travel.

North London Scout District

From the point of view of Scout Park and our requirements to access the park with minibuses full of young people, often towing trailers, it would be better and safer to have the emergency access filter at the Woodfield Way/Durnsford Road access and allow full access to Gordon Road from Bounds Green Road, removing the need for complex turns with large vehicles in Woodfield Way. Otherwise we support the proposals to reduce traffic in Bounds Green and make the streets safer for young people.

Better Streets for Enfield

1. Although this is TfL's responsibility we would like to see much longer hours for the bus lane going north on Green Lanes towards the north circular, and for more reinforcement. Starting at 4pm means that it does not catch children travelling home from school. It also means it is more likely that cars will be left in the lane at 4pm. Buses must be faster, and seen as faster, than cars. There may also be scope for the bus lane to stretch a little further north. Increasing speed also means increasing capacity. A 24/7 bus lane would make a real difference.
2. At present there is no bus gate on Brownlow Road in the plans, although we acknowledge this could be installed at the Enfield end of the road. We would like this to be revisited in the near future and see an explicit commitment to it from Haringey for a minimum of 7am to 7pm. Again this can support buses as far faster than cars. We would expect this to mean a right turn onto the north circular from Bounds Green Road.
3. We would like to see the shopping area of Myddleton Road to be pedestrianised from 9am to 8pm

Appendix C: Responses/comments from groups

Haringey Living Streets

Haringey Living Streets strongly support the scheme proposed for Bounds Green. In response to continued rises in traffic levels across the borough, especially on residential side roads, the council's plans to deliver LTN schemes across the borough are much needed. Alongside the implementation of this LTN, we call on the council to ensure that improvements and funding are also used on main road improvements at the same time.

TARA Three Avenues Residents Association

TARA welcomes this opportunity to contact Haringey yet again on the lack of consultation with the local community especially TARA. This time it's with a different aspect of consultation process. The consultation for the Bowes Primary Area Quieter Neighbourhood project was run from 28 September 2020 to 2 May 2021 which had huge knock on affects the rest of Bounds Green and Wood green Residents especially all the communities that adjoin the Bounds Green Road, particularly since these changes. Haringey has started the consultation to end on 17.09.21.Thank goodness Haringey have not implemented anything yet! To enable TARA be representative as stakeholders in our community, we are officially recognized by Haringey Council and therefore included in local consultations which mean liaising with local ward councillors regarding key local issues; however Enfield did not contact us on these implemented changes. Nor have we been approached as a stakeholder by Haringey's current consultations. So please register Jason Beazley as chair of TARA, as our contact for both Haringey and Enfield concerning these matters. For your information which I hope you will share with Enfield TARA is 'Three Avenues Residents Association; Established 13 years ago. Covering Braemar, Cornwall & Northcott Avenues: Eastern and Imperial Roads: Volunteer management of Nightingale gardens: Management of the roadside green space along Bounds Green Road. All of these border or are on Bounds Green Road. Both councils recognise that both projects are very closely linked. We are told that this means that conversations have occurred to discuss how each authority's plans may impact residents in the other, and vice versa. However stakeholder and residents have not been, I feel, been included in these. Our Key points are: Communication and consultation: • No consultation in the Enfield project prior to its implementation, with us certainly and we feel residents. However, Haringey seeks a consultation period over the school holidays, this is unfair. The Enfield one had immediate effect on TARA with no consultation or information. • Who got the consultation leaflets in both boroughs we did not? On a straw poll we found that less than 50% of our members received hard copy of the consultation papers including our Chair. As a residents association, a stakeholder, we expect to be given this separately as an entity so we can respond as such. • If I lived in a Plan A streets or School Street, I would be aggrieved at the lack of access to my property for deliveries and tradesmen during the proposed times of operation. Although there are adequate signs on Plan A area we feel that Signage for the new school streets should show the dates when the restrictions apply and do not apply, as drivers cannot be expected to be familiar with school term dates. The current signs are inadequate, especially for the older drivers. Traffic Displacement transference to the major roads as shown in the 3 maps; . • Making access in or out of these traffic free areas via already very busy roads and in plans A& B directing access to the busiest road the A406. Displacement does not solve the pollution and traffic issues it moves it so all locals are affected. • In plan A the residents have been cut off from Haringey unless they endure tail to tail moving traffic to get out of their area. Their 2 primary schools are now on busy polluted roads hugely made worst by the LTN. • Bounds Green road now has three primary schools three churches all affected by limited access and increasing pollution. • In the residents area its good but displacement ruins the gain • Haringey's proposals aim to improve air quality, reduce traffic levels and enable safer walking and cycling in the area. Our point is that this has increased on the main roads and displacement to these roads has I feel greatly affect all the communities bordering them. Also not all people can walk and ride a bicycle. Displacement and greener transport does not help all. Other incentivise need to be considered • There are seven cul-de-sacs off Bounds Green Road, Braemar, Cornwall and Northcott Avenues, Eastern Road, Imperial Road, Fireman's Flats and Corbett Grove. There is no other access to the cul-de-sacs for ambulances and fire-engines other than that off Bounds Green Road.Palace Gates sheltered housing scheme in Braemar Avenue (for elderly and vulnerable people) regularly has ambulances needing access. The council's leaflet states under "How this may impact you" Emergency access not affected, but a different route may be necessary. There simply is no other vehicle route to the cul-de-sacs other than Bounds Green Road. The displacements of traffic to Bounds Green Road hinders access for emergency vehicles • The traffic slows down bus journeys and makes public transport a less attractive alternative to the car. • The consultation document suggests that after "settling in", the overall traffic impact on the surrounding main roads will not be significant. However the LB Enfield scheme has been "settling in" for over a year and the traffic impact is still very noticeable. Will Haringey undertake to reverse the proposals if there are traffic increases on the main roads? Where is the traffic data on the road users? It seems that having lived in Haringey all my life that we are in the middle of a through traffic area and it's how we deal with that and its pollution that is the key. At moment the Enfield implementation has meant that in the Plan A area cutting off the through traffic has meant that they are cut off from Haringey, its communities, school, churches and medical services etc. Just stopping these rat runs for through traffic is not enough, there are wider issues to be considered. We have noted that other councils have introduced unpopular LTNs which have been suspended (Harrow, Southfield Park) or where suspension is likely e.g. Ealing where almost all LTNs are to be scrapped. The complexities of these schemes and the unin-tended impact on surrounding streets has been unacceptable. The scheme has worsened the quality of life for less well-off residents who live on busy roads, and has benefited better-off residents who can afford to live in the pleasanter side-roads where traffic has been reduced. The "Equality Impact Assessment" document seems to us to ignore the most striking inequality, which is inequality of incomes. Why have neither of the councils come up with licenced access into these areas via the parking permit issue in Haringey and or the registration address of all of us in these areas. Then the cameras could only fine the rat runners. Our point is there may be other ways without cutting off communities as these schemes seem to do. The aim of these LTNs is to reduce pollution. The Council may consider that a better investment would be to spend the funds on incentives to encourage electric car use by the many individuals/ families who need to use a car and where other options are not possible. Jason Beazley Chair TARA

Appendix C: Responses/comments from groups

Healthy Streets Bounds Green

Our HSBG group fully supports Enfield's Bowes LTN and the wider implementation of LTN measures in Haringey. We are a community-led campaign group with the ambition to reimagine the streets in the Bowes/Bounds Green area, to create a healthy, safe, and liveable environment. We're asking for a bus gate on Brownlow Road as part of a wider low traffic neighbourhood. With regard to the proposed Area B Filter 3 Emergency Access Filter on Whittington Rd South of junction with Myddleton Rd, we question whether the division between the two zones should be purely vertical. Has the council considered positioning this filter in the middle of Myddleton Rd, perhaps between Marlborough and Palmerston? The filter on Marlborough could be sited on Belsize Avenue between Whittington and Palmerston. This would also create two zones without through routes while giving residents / vehicles more flexibility in terms of circulation, particularly those in the South West corner of the current proposed scheme. With regard to the proposed Area C Filter 1 Emergency Access filter diagonal modal filter on Blake Rd we question the complexity of this proposal versus a simpler solution of siting the filter further up Blake Rd at the crown of the railway tunnel where an Emergency Access filter combined with some greening and amenity space (bike racks, storage hangers, planters, build-outs, trees). We would like to see better cycling and walking infrastructure to support the shift from cars to active travel (bike racks, Sheffield stands outside shops and local amenities, reimagining the space around Bounds Green tube as a 'plaza' and continuing the Bounds Green Rd cycle route to the North Circular junction. We recognise TfL's right turn ban from BGR onto North Circular as a constraint and hope in time it can be changed to allow the movement which we believe is necessary to alleviate pressure on Brownlow Rd and Green Lanes. The proposed Area C scheme, in combination with the Brownlow Rd bus gate would make it less convenient for those in the area of Torrington Rd to drive North due to restricted access to both A406 and Brownlow Rd/A406. This makes the reinstatement of the right turn onto A406 from BGR more important.

The school streets are highly important measures that should be rolled out Borough wide to create safe spaces for children in the vicinity of primary schools and even better when included in 'safe corridors' within wider LTN measures. It is important though, not to allow the times school street to be the 'be all and end all' of the LTN, the wider LTN measures are necessary to achieve active travel outcomes, positive health and safety outcomes, both for children at the school and residents.

United Cabbies Group

The Disabled Persons Transport Advisory Committee (DPTAC) published its position on the accessibility of taxis in early August 2020, highlighting the importance of taxis for disabled people both in urban and rural communities. The DPTAC works with the Department for Transport (DfT) providing advice to the government on the transport needs of disabled people. According to DPTAC all activities are aligned with its vision statement, that "disabled people should have the same access to transport as everybody else, to be able to go where everyone else goes and to do so easily, confidently and without extra cost". In the new guidance released it reads: "Taxis and private hire vehicles (PHVs) are one of the most popular modes of transport for disabled people after the private motor car. Disabled people use taxis more than non-disabled people despite more of them living in relative poverty. Taxis provide a door-to-door service, with scope for individual assistance with the needs of a disabled passenger. Licensed taxis (hackney carriages) are recognised as a safe and quick way of making door-to-door journeys, and the 100 per cent accessible fleet is essential for disabled people at times when other public transport is scarce, does not result in a door-to-door journey or ceases to run at full capacity. Southwark, Hammersmith & Fulham, Kensington & Chelsea, Wandsworth and Greenwich all give unrestricted access to taxis (black cabs) in their schemes and we encourage Haringey to do the same.

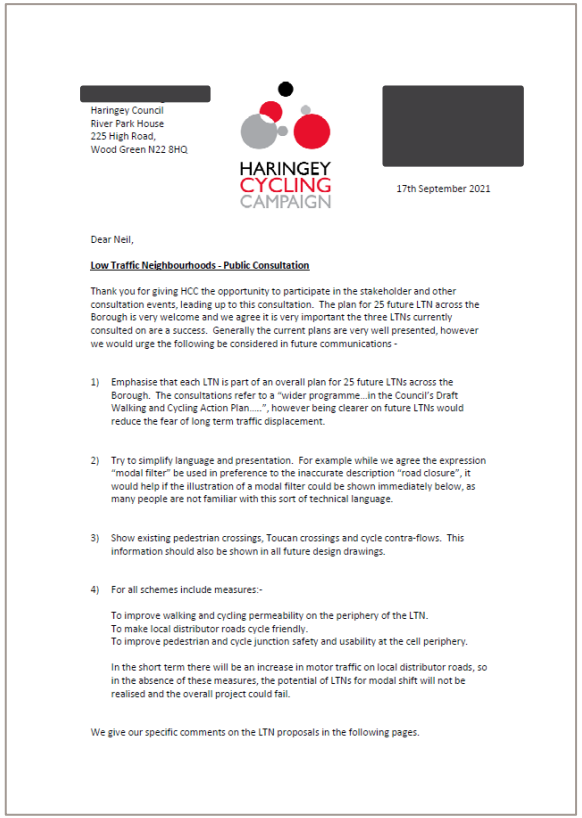
We have a number of drivers who undertake regular school runs and when this is part of SEN transport it can be more challenging to negotiate the closures as the child needs to dropped or collected from the school based on their needs. We have no issue with Schools Streets per se and our members recognise the necessity and in probably 95% of the time can work round these. As you will be aware, licensed taxis provide an essential form of home to school transport for many children and their families, including children with Special Educational Needs and Disability (SEND). Indeed, our members are often contracted by local authorities such as your own or parents to provide regular home to school/school to home travel because of our wheelchair accessible vehicle. It is important that this role is recognised in the implementation of these schemes, with plans in place to allow for appropriate taxi access. We would urge you to ensure that the role of publicly hired taxis is recognised in the Traffic Management Orders (TMOs) and essential access for taxis is maintained. The TMOs should be clear and unambiguous in setting out the circumstances under which taxi access will be permitted, to ensure that taxi drivers are clear on what taxis can and cannot do and drivers do not encounter problems. This should also be made clear with appropriate signage and any enforcement measures in place must account for taxis requiring access. For example, where barriers are in place these should ideally be manned to ensure that essential access remains possible, with those manning them appropriately briefed.

Friends of Brownlow Road

Friends of Brownlow Road are in general in favour of measures to reduce traffic through the Bounds Green area. However, the Haringey measures do not have any bearing on the question of how to reduce traffic along Brownlow Road, which is now the most polluted road in the area. A recent examination of local pollution figures has revealed that Brownlow Road exceeds even the North Circular Road in terms of NO2 levels. It would be very helpful to know that Haringey were taking account of this in their plans - Enfield Council are currently considering a Bus Gate, which would certainly have a bearing on the flow of traffic in the Haringey part of Bounds Green. Some kind of acknowledgement from Haringey Council that a Bus Gate is a likely part of the traffic plan for the area would be very encouraging. The Queens Road modal filter is in itself a good idea, helpful in terms of addressing the notorious Queens Road Rat Run. However, in the event of a Bus Gate being installed on Brownlow Road this modal filter would probably be unnecessary, as commuter traffic would no longer be directed along it by traffic routing applications. Also noted is the somewhat disingenuous claim (in the High Level Transport Assessment document) that the traffic has decreased along Brownlow. Hopefully this will not be used in order to dismiss or ignore the life-threatening levels of pollution which continue to blight the neighbourhood. Friends of Brownlow Road will always be in favour of measures to address traffic (we have supported the Bowes LTN, which delivered huge improvements in quality of life for Warwick Road residents without giving any advantage whatsoever to Brownlow Road residents). However, we do need local councils to take some action to improve our own quality of life in some way, and this plan proposes nothing at all to achieve that.

Appendix C: Responses/comments from groups

Haringey Cycle Campaign



[redacted]
Haringey Council
River Park House
225 High Road,
Wood Green N22 8HQ

HARINGEY CYCLING CAMPAIGN

[redacted]

17th September 2021

Dear Neil,

Low Traffic Neighbourhoods - Public Consultation

Thank you for giving HCC the opportunity to participate in the stakeholder and other consultation events, leading up to this consultation. The plan for 25 future LTN across the Borough is very welcome and we agree it is very important the three LTNs currently consulted on are a success. Generally the current plans are very well presented, however we would urge the following be considered in future communications -

1) Emphasise that each LTN is part of an overall plan for 25 future LTNs across the Borough. The consultations refer to a "wider programme...in the Council's Draft Walking and Cycling Action Plan.....", however being clearer on future LTNs would reduce the fear of long term traffic displacement.

2) Try to simplify language and presentation. For example while we agree the expression "modal filter" be used in preference to the inaccurate description "road closure", it would help if the illustration of a modal filter could be shown immediately below, as many people are not familiar with this sort of technical language.

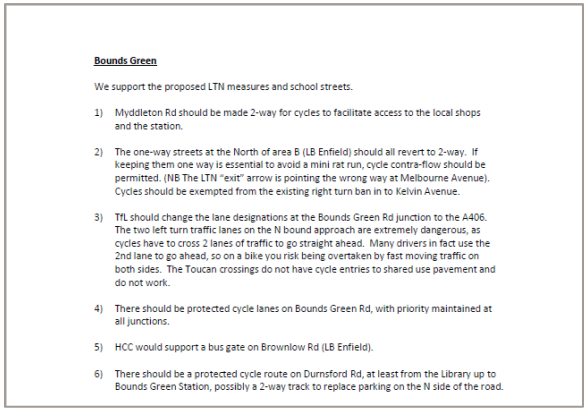
3) Show existing pedestrian crossings, Toucan crossings and cycle contra-flows. This information should also be shown in all future design drawings.

4) For all schemes include measures:-

To improve walking and cycling permeability on the periphery of the LTN.
To make local distributor roads cycle friendly.
To improve pedestrian and cycle junction safety and usability at the cell periphery.

In the short term there will be an increase in motor traffic on local distributor roads, so in the absence of these measures, the potential of LTNs for modal shift will not be realised and the overall project could fail.

We give our specific comments on the LTN proposals in the following pages.



Bounds Green

We support the proposed LTN measures and school streets.

1) Myddleton Rd should be made 2-way for cycles to facilitate access to the local shops and the station.

2) The one-way streets at the North of area B (LB Enfield) should all revert to 2-way. If keeping them one way is essential to avoid a mini rat run, cycle contra-flow should be permitted. (NB The LTN "exit" arrow is pointing the wrong way at Melbourne Avenue). Cycles should be exempted from the existing right turn ban in to Kelvin Avenue.

3) TfL should change the lane designations at the Bounds Green Rd junction to the A406. The two left turn traffic lanes on the N bound approach are extremely dangerous, as cycles have to cross 2 lanes of traffic to go straight ahead. Many drivers in fact use the 2nd lane to go ahead, so on a bike you risk being overtaken by fast moving traffic on both sides. The Toucan crossings do not have cycle entries to shared use pavement and do not work.

4) There should be protected cycle lanes on Bounds Green Rd, with priority maintained at all junctions.

5) HCC would support a bus gate on Brownlow Rd (LB Enfield).

6) There should be a protected cycle route on Durnsford Rd, at least from the Library up to Bounds Green Station, possibly a 2-way track to replace parking on the N side of the road.

Appendix D: Street level breakdown of results

This section looks at the differences in responses from respondents living on the roads within the Bounds Green LTN in LB Haringey. The data is based on address provided by respondents

Area A

11.12 The following analysis looks at responses from residents living in Area A.

11.13 Responses from residents on the following roads were included in the analysis:

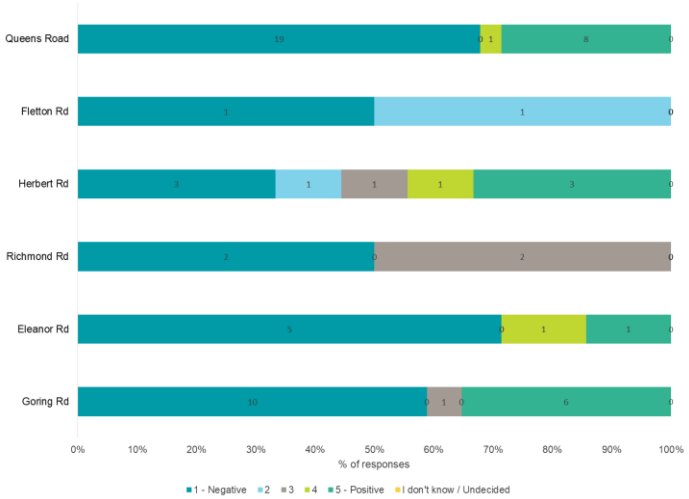
- **Queens Road**
- **Fletton Road**
- **Herbert Road**
- **Richmond Road**
- **Eleanor Road**
- **Goring Road**

11.14 All roads have fewer than 30 responses

11.15 Open Text
- General anti-LTN comments & worries about increased traffic in the wider area
- Support for scheme
- **Specific Issues**

Worried about increased traffic on Goring & Queens Road because all residents will use one exit/entry. Comments that the roads are very narrow with many cars parked either side, causing further concerns about congestion and concerns about a space for vehicles & deliveries etc. to U-turn.

Chart 11.2 Overall, how do you feel about the proposed changes in Area A?



	Queens Road	Fletton Road	Herbert Road	Richmond Road	Eleanor Road	Goring Road
1 - Negative	19	1	3	2	5	10
2	0	1	1	0	0	0
3	0	0	1	2	0	1
4	1	0	1	0	1	0
5 - Positive	8	0	3	0	1	6
I don't know / Undecided	0	0	0	0	0	0

Appendix D: Street level breakdown of results

Area B

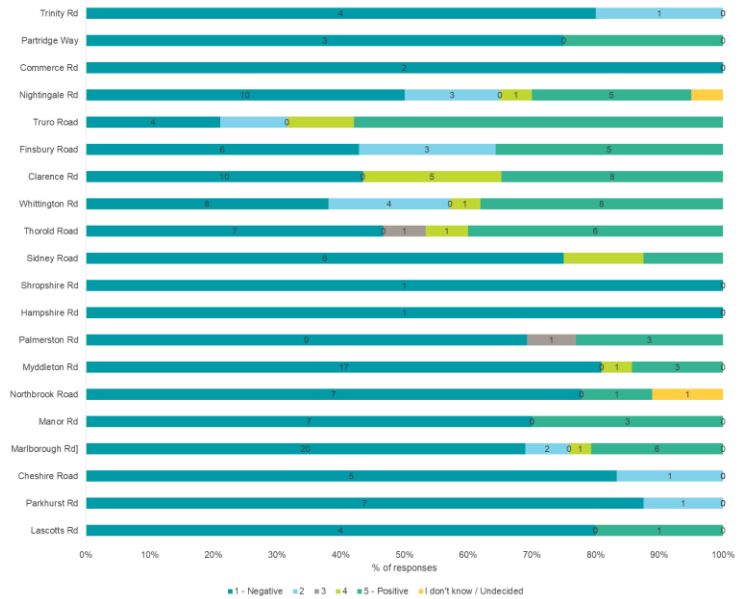
11.17 The following analysis looks at responses from residents living in Area B.

11.18 Responses from residents on the following roads were included in the analysis:

- Trinity Road
- Partridge Way
- Commerce Road
- Nightingale Road
- Truro Road
- Finsbury Road
- Clarence Road
- Whittington Road
- Thorold Road
- Sidney Road
- Shropshire Road
- Hampshire Road
- Palmerston Road (Haringey)
- Myddleton Road
- Northbrook Road
- Manor Road
- Marlborough Road (Haringey)
- Cheshire Road
- Parkhurst Road
- Lascotts Road

11.19 All roads have fewer than 30 responses

Chart 11.3 Overall, how do you feel about the proposed changes in Area B?



	Trinity Rd	Partridge Way	Commerce Rd	Nightingale Rd	Truro Road	Finsbury Road	Clarence Rd	Whittington Rd	Thorold Road	Sidney Road	Shropshire Rd	Hampshire Rd	Palmerston Rd	Myddleton Rd	Northbrook Road	Manor Rd	Marlborough Rd	Cheshire Road	Parkhurst Rd	Lascotts Rd
1 - Negative	4	3	2	10	4	6	10	8	7	6	1	1	9	17	7	7	20	5	7	4
2	1	0	0	3	2	3	0	4	0	0	0	0	0	0	0	0	2	1	1	0
3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
4	0	0	0	1	2	0	5	1	1	1	0	0	0	1	0	0	1	0	0	0
5 - Positive	0	1	0	5	11	5	8	8	6	1	0	0	3	3	1	3	6	0	0	1
I don't know / Undecided	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Appendix D: Street level breakdown of results

Area B, Filters 1+2

11.20 The following analysis looks at responses from residents living in Area B, responding to the emergency access modal filter on Nightingale Road and the physical modal filter on Truro Road

11.21 Responses from residents on the following roads were included in the analysis:

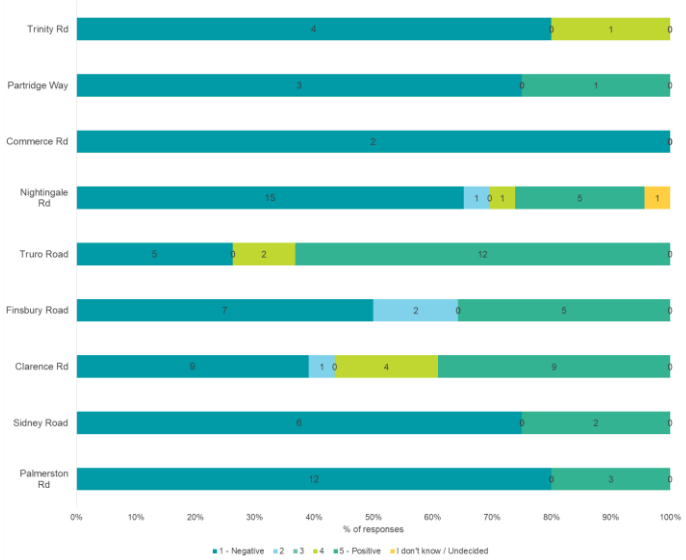
- **Trinity Road**
- **Partridge Way**
- **Commerce Road**
- **Nightingale Road**
- **Truro Road**
- **Finsbury Road**
- **Clarence Road**
- **Sidney Road**
- **Palmerston Road (Haringey)**

11.22 Open Text

- Concern about traffic displacement on main roads, which are already congested. In particular High Road & Bounds Green Road. Coupled with concerns of increasing air pollution and journey times.
- Support for scheme
- **Specific issues**

Concerns about the placement of filters along Truro & Nightingale Road. Clarence Road highlighted as a potential rat run and very narrow.

Chart 11.4 The emergency access modal filter on Nightingale Road (1) and the physical modal filter on Truro Road (2)



	Trinity Rd	Partridge Way	Commerce Rd	Nightingale Rd	Truro Road	Finsbury Road	Clarence Rd	Sidney Road	Palmerston Rd
1 - Negative	4	3	2	15	5	7	9	6	12
2	0	0	0	1	0	2	1	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	1	2	0	4	0	0
5 - Positive	0	1	0	5	12	5	9	2	3
I don't know / Undecided	0	0	0	1	0	0	0	0	0

Appendix D: Street level breakdown of results

Area B, Filters 3+4

11.23 The following analysis looks at responses from residents living in Area B, responding to the modal filter on Whittington Road and Marlborough Road.

11.24 Responses from residents on the following roads were included in the analysis:

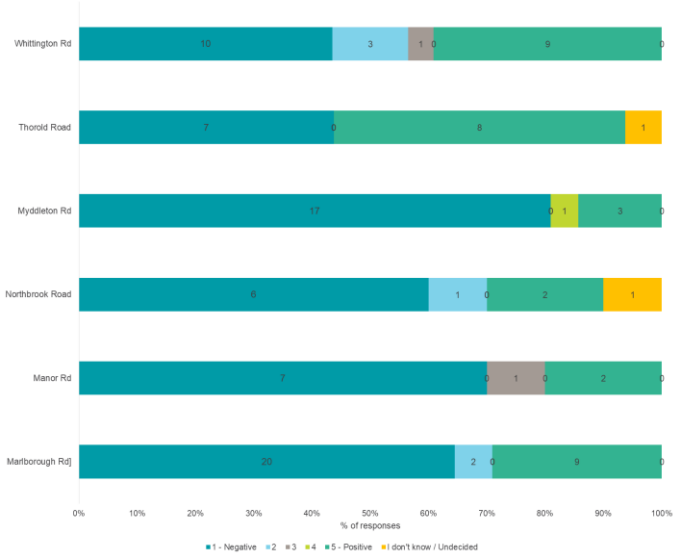
- **Whittington Road**
- **Thorold Road**
- **Myddleton Road**
- **Northbrook Road**
- **Manor Road**
- **Marlborough Road (Haringey)**

11.25 Open Text

- Concern about traffic displacement on main roads, in particular Bounds Green Road. Coupled with concerns of increasing air pollution and journey times.
- Support for scheme
- **Specific issues:**

Concerns surrounding increased traffic volume on Thorold Road & U-turns there/Marlborough Rd. A number of respondents have concerns about feeling "locked in" to the area, with respondents living south of the reporting longer journeys to reach the High Road/Green Lanes whilst respondents north of the filter highlighted longer journeys when travelling to Bounds Green Rd.
Another commonly raised issue by respondents were concerns for the businesses on Myddleton Road.

Chart 11.5 The emergency access modal filter on Whittington Road (3) and physical modal filter on Marlborough Road (4) plus reinstating the banned right turn out of Whittington Road into Bounds Green Road.



	Whittington Rd	Thorold Road	Myddleton Rd	Northbrook Road	Manor Rd	Marlborough Rd
1 - Negative	10	7	17	6	7	20
2	3	0	0	1	0	2
3	1	0	0	0	1	0
4	0	0	1	0	0	0
5 - Positive	9	8	3	2	2	9
I don't know / Undecided	0	1	0	1	0	0

Appendix D: Street level breakdown of results

Area B, Filter 5

11.26 The following analysis looks at responses from residents living in Area B, responding to the modal filter on Palmerston Road

11.27 Responses from residents on the following roads were included in the analysis:

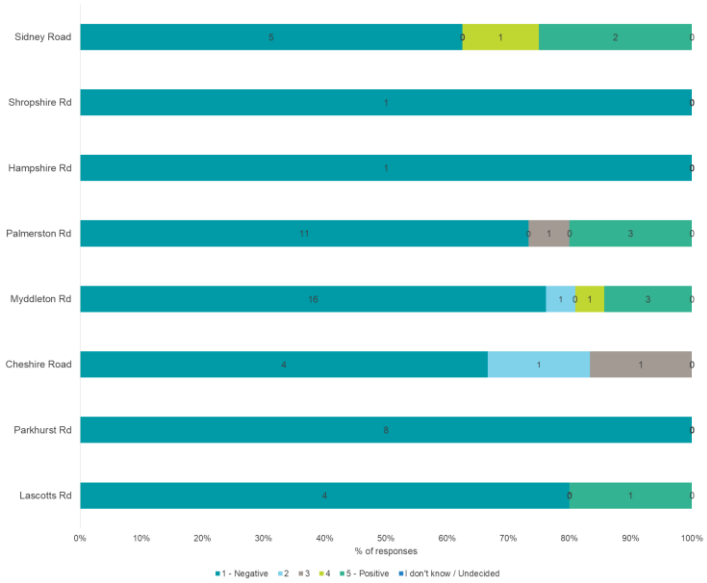
- **Sidney Road**
- **Shropshire Road**
- **Hampshire Road**
- **Palmerston Road (Haringey)**
- **Myddleton Road**
- **Cheshire Road**
- **Parkhurst Road**
- **Lascotts Road**

11.28 Open Text

- Concern about traffic displacement on main roads.
- **Specific issues:**

Concerns surrounding longer journey times to access Bounds Green Road, and concerns on the effect of businesses on Myddleton Road.

Chart 11.6 The emergency access modal filter on Palmerston Road (5)



	Sidney Road	Shropshire Rd	Hampshire Rd	Palmerston Rd	Myddleton Rd	Cheshire Road	Parkhurst Rd	Lascotts Rd
1 - Negative	5	1	1	11	16	4	8	4
2	0	0	0	0	1	1	0	0
3	0	0	0	1	0	1	0	0
4	1	0	0	0	1	0	0	0
5 - Positive	2	0	0	3	3	0	0	1
I don't know / Undecided	0	0	0	0	0	0	0	0

Appendix D: Street level breakdown of results

Area C

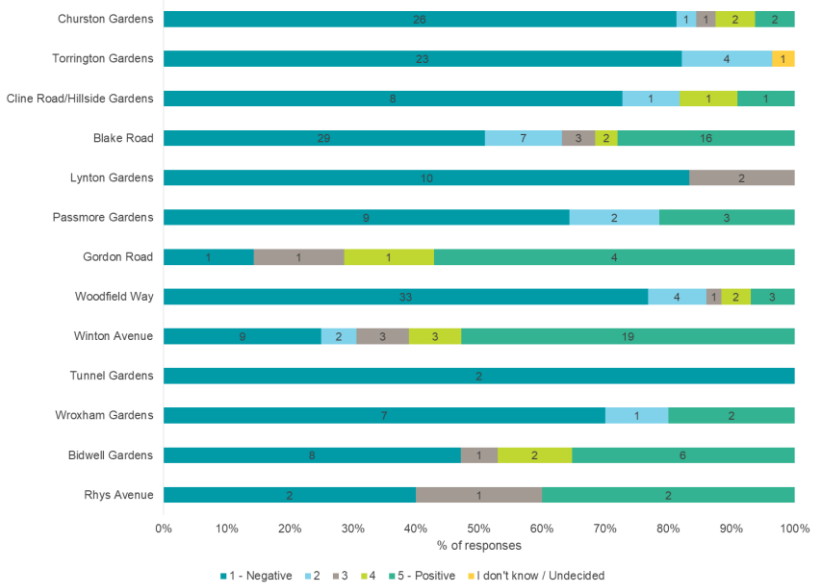
11.29 The following analysis looks at responses from residents living in Area C.

11.30 Responses from residents on the following roads were included in the analysis:

- Churston Gardens
- Torrington Gardens
- Cline Road/Hillside Gardens
- Blake Road
- Lynton Gardens
- Passmore Gardens
- Gordon Road
- Woodfield Way
- Winton Avenue
- Tunnel Gardens
- Wroxham Gardens
- Bidwell Gardens
- Rhys Avenue

11.31 Churston Gardens, Blake Road, Woodfield Way and Winton Avenue had more than 30 respondents.

Chart 11.7 Overall, how do you feel about the proposed changes in Area C?



	Churston Gardens	Torrington Gardens	Cline Road /Hillside Gardens	Blake Road	Lynton Gardens	Passmore Gardens	Gordon Road	Woodfield Way	Winton Avenue	Tunnel Gardens	Wroxham Gardens	Bidwell Gardens	Rhys Avenue
1 - Negative	26	23	8	29	10	9	1	33	9	2	7	8	2
2	1	4	1	7	0	2	0	4	2	0	1	0	0
3	1	0	0	3	2	0	1	1	3	0	0	1	1
4	2	0	1	2	0	0	1	2	3	0	0	2	0
5 - Positive	2	0	1	16	0	3	4	3	19	0	2	6	2
I don't know / Undecided	0	1	0	0	0	0	0	0	0	0	0	0	0

Appendix D: Street level breakdown of results

Area C, Filter 1

11.32 The following analysis looks at responses from residents living in Area C, responding to the modal filter on Blake Road.

11.33 Responses from residents on the following roads were included in the analysis:

- **Churston Gardens**
- **Torrington Gardens**
- **Cline Road/Hillside Gardens**
- **Blake Road**
- **Lynton Gardens**
- **Passmore Gardens**
- **Gordon Road**
- **Woodfield Way**
- **Winton Avenue**
- **Tunnel Gardens**
- **Wroxham Gardens**
- **Bidwell Gardens**

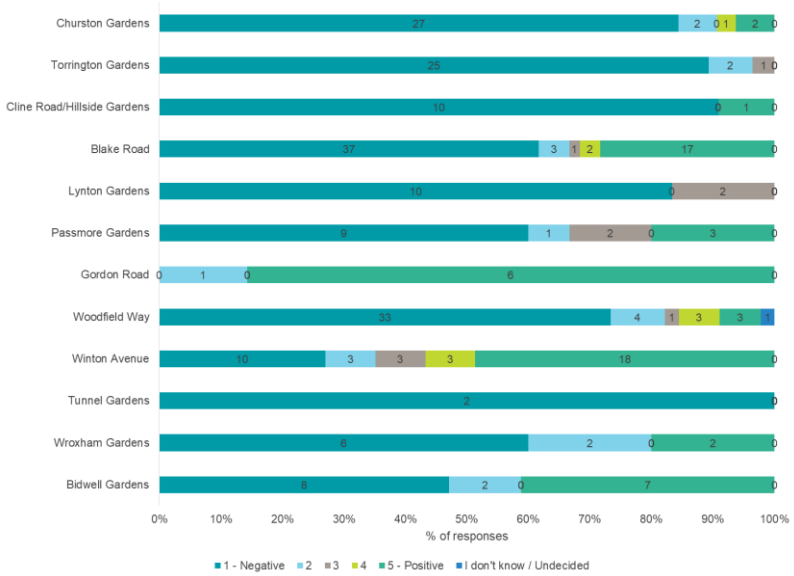
11.34 Churston Gardens, Blake Road, Woodfield Way and Winton Avenue had more than 30 respondents.

11.35 Open Text

- Concerns surrounding traffic displacement on main roads, in particular Durnsford Road coupled with longer journey times & air pollution.
- Support for scheme
- **Specific issues:**

A number of respondents raised concerns surrounding the increased difficulty to access the North Circular. Many concerns related to increased traffic volume on Woodfield Way, as it becomes a key entry/exit road. Respondents raised concerns that large vehicles/buses (in particular for St Martin of Porres Primary) will have difficulty accessing the area due to narrow roads/little space to U-turn. Other respondents highlighted that early morning and evening rat running is not addressed by the scheme.
Respondents raised congestion/parking concerns on Winton Avenue and Woodfield Way during the School Street period.

Chart 11.8 The emergency access diagonal modal filter on Blake Road (1)



	Churston Gardens	Torrington Gardens	Cline Road /Hillside Gardens	Blake Road	Lynton Gardens	Passmore Gardens	Gordon Road	Woodfield Way	Winton Avenue	Tunnel Gardens	Wroxham Gardens	Bidwell Gardens
1 - Negative	27	25	10	37	10	9	0	33	10	2	6	8
2	2	2	0	3	0	1	1	4	3	0	2	2
3	0	1	0	1	2	2	0	1	3	0	0	0
4	1	0	0	2	0	0	0	3	3	0	0	0
5 - Positive	2	0	1	17	0	3	6	3	18	0	2	7
I don't know / Undecided	0	0	0	0	0	0	0	1	0	0	0	0

Appendix D: Street level breakdown of results

Area C, Filters 2+3

11.37 The following analysis looks at responses from residents living in Area C, responding to the modal filters on Passmore Gardens and Gordon Road.

11.38 Responses from residents on the following roads were included in the analysis:

- **Lynton Gardens**
- **Passmore Gardens**
- **Gordon Road**
- **Woodfield Way**

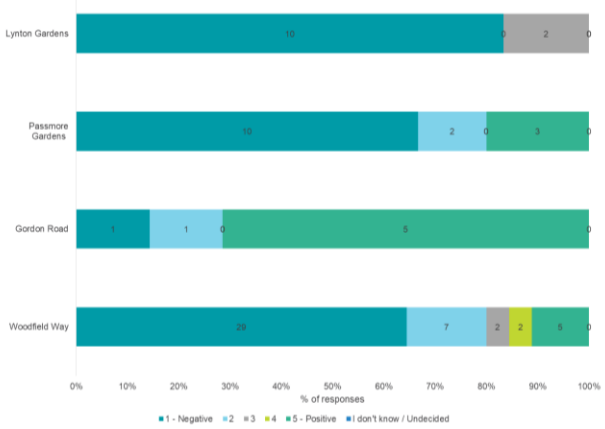
11.39 Woodfield Way had more than 30 respondents.

11.40 Open Text

- Concern about traffic displacement on main roads, in particular Durnsford Way.
- Support for scheme
- **Specific issues:**

Many concerns surrounding increased traffic volume on Woodfield Way, as it becomes a key entry/exit road (access to school, GP etc.). Concerns about the junction with Dunsford Road and Woodfield way as heavily congested.

Chart 11.9 The physical modal filter on Passmore Gardens (2) and the emergency access modal filter on Gordon Road (3)



	Lynton Gardens	Passmore Gardens	Gordon Road	Woodfield Way
1 - Negative	10	10	1	29
2	0	2	1	7
3	2	0	0	2
4	0	0	0	2
5 - Positive	0	3	5	5
I don't know / Undecided	0	0	0	0

Area C, Filter 4

11.41 The following analysis looks at responses from residents living in Area C, responding to the modal filter on Rhys Avenue.

11.42 Responses from residents on the following roads were included in the analysis:

- **Rhys Avenue**

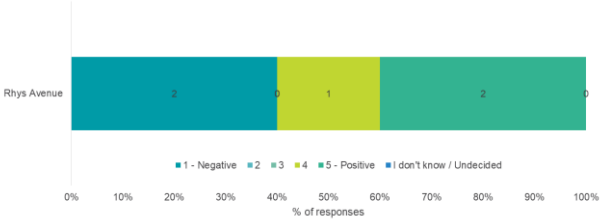
11.43 There were fewer than 30 responses

11.44 Open Text

- **Specific issues:**

Concerns about lack of space for U-turns.

Chart 12.10 The physical modal filter on Rhys Avenue (4)



	Rhys Avenue
1 - Negative	2
2	0
3	0
4	1
5 - Positive	2
I don't know / Undecided	0

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Deputation Request Form

To Democratic Services

Contact details of person submitting Deputation request:

Name: Vicki Leonard
Contact Telephone Number:
Email Address:

Subject and Purpose of the Deputation (Provide information on the reason for your deputation and the issues you will be raising)

* This deputation is in support of the petition of residents living within the proposed Bounds Green C LTN.

* We are submitting the petition to form part of the Council's ongoing consultation which ends on September 17th, and request that our findings be included in the report to the Cabinet in October.

* The petition states that we oppose the Council's current plan for a LTN in the area known as Bounds Green C.

* 94% of households in the Council's proposed Bounds Green C LTN oppose it. We do not support a 24/7 closure of roads to local residents.

* We are proposing an alternative LTN which is overwhelmingly supported by the same residents.

* We propose timed cameras to close the area to all through traffic, including residents, at school times and rat run times (rush hour) only and only on weekdays. Our proposal is in line with the principal aims of LTNs as set out by TfL, Department of Transport and Sustrans which is to reduce the level of through traffic.

* Residents repeatedly suggested this solution in the online Commonplace Survey and consultation workshops run by the council since February.

* In spite of this, the council never put it forward as an option. We do not therefore believe that the Council's consultation to date has been meaningful.

* Members and their supporting officers will be aware of the Gunning Principles of Public Consultation. Residents are confident that the council will take into account the fourth of these which states: '*...the product of consultation must be conscientiously taken into account.*'

* Our confidence stems from the council's following commitment made in a recent letter dated 27th August to Catherine West: *'We are keen to hear from*

all residents both those in support of the LTN proposal and those who are objecting to the proposal. The results of the consultation will inform if the proposals are progressed to the implementation stage, and the phasing, as well as the specific design of any scheme that is decided to be implemented.'

* There is a consensus that LTNs only work with the support of the local community. There is no support from this local community for the LTN the council are proposing.

We request to put forward a Deputation to address the Council Cabinet on September 14th 2021.

We are in opposition to the proposals to *(give details)*

.... impose the Low Traffic Neighbourhood on the residents living within the Bounds Green C area, described as the 'hybrid option' in late June and subsequently as the only option in the Public Consultation for Bounds Green LTN document delivered to households in August 2021.

.

Set out below are the required ten signatures in support of my deputation:

Signatures

Name	Address	Signature

Petition results of residents in proposed LTN Bounds Green C

Street Name	Households visited	Households in favour	Households opposed	Households Neutral	Percentage in support
WROXHAM	30	27	2	1	90
CHURSTON	35	34	1	0	97
HILLSIDE	8	6	2	0	75
TORRINGTON	46	46	0	0	100
GORDON	21	18	3	0	86
BIDWELL	29	28	1	0	97
WINTON	52	44	7	1	85
BLAKE	91	85	5	1	93
TUNNEL GDN	22	22	0	0	100
PASSMORE	32	30	1	1	94
LYNTON	11	11	0	0	100
WOODFIELD	98	94	4	0	96

94% support for rejecting the council's current version of an LTN in Bounds Green C.

94% support for the council introducing timed cameras to control all traffic at rat run and school times on weekdays.

THE PETITION

This petition was conducted between mid July and the end of August 2021 by volunteers living within the proposed Bounds Green Area C/South LTN.

Only those living within the proposed LTN were petitioned. Although in some instances there was more than one signature from a single household, each household was only counted once.

The proposition shown to local residents was

This area has a serious problem of rat running during peak times only. Outside of these times the traffic is light.
We the undersigned therefore consider the existing Council proposals for a LTN (low traffic neighbourhood) to be unnecessary and their consequences unacceptable.
We urge the Council to direct its attention solely to dealing with the rat running problem by installing cameras at relevant times.

On the doorstep residents were made aware of and/or shown the Council's preferred option - the so-called 'hybrid' option, which the council adopted as its preference in late June/early July.

93.68 % of households agree with the proposition

5.47% of households disagree

0.84 % of households were neutral

Contacts:

Vicki Leonard Jill Brice

Transport for London

Streetspace for London
Appendix Six (B):
The Strategic
Neighbourhood Analysis

V1.0 June 2020

Page 10: ***'Reducing the level of through traffic within residential neighbourhoods (also known as 'rat-running') is a key reason to implement an LTN.'***

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sustrans

What is a low traffic neighbourhood? *(Published 2nd November 2020)*

A low-traffic neighbourhood (LTN) is a scheme where motor vehicle traffic in residential streets is greatly reduced ... by minimising the amount of traffic that comes from vehicles using the streets to get to another destination. This is often referred to as 'through-traffic' or 'rat-running'.

Department for Transport

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR
Tel: 0300 330 3000

Web Site: www.gov.uk/dft

Our Ref: 315362

LETTER TO LOCAL RESIDENT - 23RD OCTOBER 2020

Low-traffic neighbourhoods are one of the measures listed in the guidance for local authorities to consider. The term describes a collection of measures, including road closures to motor traffic, designed to remove through traffic from streets and reduce rat-running. They deliver a wide range of benefits – a

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Questions to the Mayor of London

Low Traffic Neighbourhoods

Answered By: The Mayor
Date: Tuesday, 16th February 2021

'Low Traffic Neighbourhoods (LTNs) are a long-standing transport planning tool to reduce through-traffic on minor roads ...'

The Gunning principles are that:

(i) consultation must take place when the proposal is still at a formative stage;

(ii) sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response;

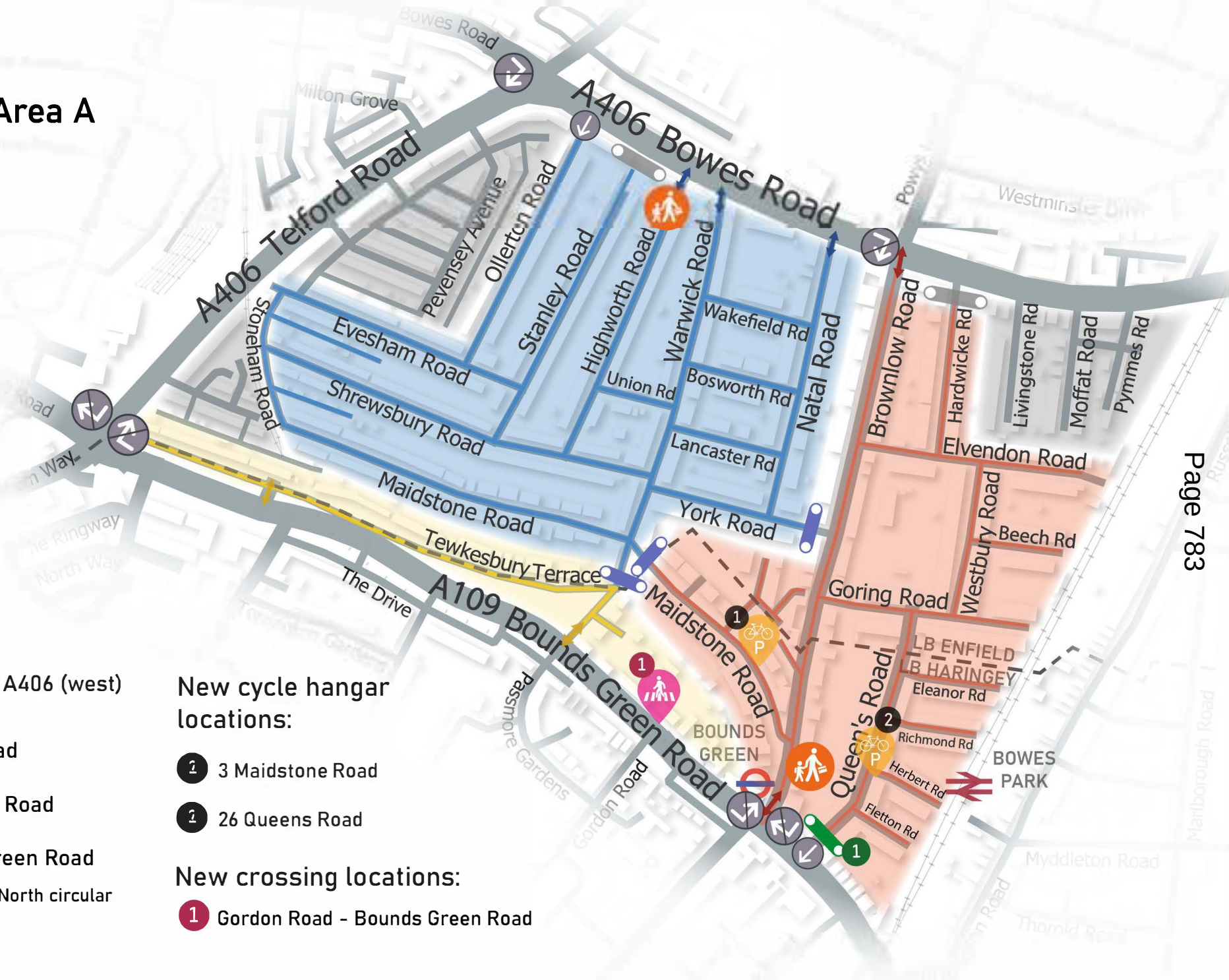
(iii) adequate time must be given for consideration and response; and

(iv) the product of consultation must be conscientiously taken into account

https://adminlaw.org.uk/wp-content/uploads/18-January-2012-Sheldon.pdf

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Bounds Green LTN - Area A



- Borough boundary
- Existing Filter
- Existing banned turn
- Existing entry/exit only
- Enfield trial filter
- Proposed physical filter
- School
- Proposed cycle hangar
- Proposed zebra crossing

Vehicle Access Routes

- Pre-existing access off A406 (west) and off Bowes Road
- Access from Bowes Road
- Access from Brownlow Road
- Access from Bounds Green Road

Note that all minor roads on the A406 North circular are left turn in left turn out only.

New cycle hangar locations:

1. 3 Maidstone Road
2. 26 Queens Road

New crossing locations:

1. Gordon Road - Bounds Green Road

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Bounds Green LTN - Area B
Borough boundary
Existing Filter
Existing banned turn
Reinstated turn
Existing one way
Police Station
Ambulance Station
Enfield trial filter
Proposed camera enforced timed closure
Proposed emergency access filter
Proposed physical modal filter
School
Proposed School Street
Proposed cycle hangar
Proposed signal crossing
Access from Bounds Green Road
Access from Green Lanes
A406
Sidney Avenue
Melbourne Avenue
Kelvin Avenue
Belsize Avenue
Spencer Avenue
Lascott's Road
Green Lanes
Russell Road
Palmerston Road
Marlborough Road
Chesshire Road
Parkhurst Road
LB ENFIELD
LB HARINGEY
BOWES PARK
Northbrook Road
Myddleton Road
Thorold Road
Whittington Road
Clarence Road
Sidney Road
High Road A105
Truro Road
Earlham Grove
Nightingale Road
THE OCTAGON
Commerce Road
Canning Crescent
Kings Road
Trinity Road
TRINITY PRIMARY ACADEMY
Bounds Green Road A109
Stuart Crescent
New cycle hangar locations:
3 50 Palmerston Road
4 2 Palmerston Road
5 22 Thorold Road
6 8 Northbrook Road
New crossing locations:
2 High Road - Sidney Road

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Bounds Green LTN
Area C
Existing banned turn
Existing exit only
Existing one way
Proposed physical filter
Proposed emergency access filter
School
Proposed School Street
Proposed camera enforced timed closure
Access from Bounds Green Road
Access from Durnsford Road
A406 Pinkham Way
A109 Bounds Green Road
The Ringway
North Way
South Way
Torrington Gardens
Churston Gardens
The Drive
Tewkesbury Terrace
Maidstone Road
ST. MARTIN OF PORRES PRIMARY
Lynton Gardens
Blake Road
Passmore Gardens
Gordon Road
Rhys Avenue
BOUNDS GREEN
Woodfield Way
Winton Avenue
Tunnel Gardens
Wroxham Gardens
Bidwell Gardens
B106 Durnsford Road
Crescent Rise
Albert Road
Park Road
Bailey Close
New crossing locations:
1 Gordon Road - Bounds Green Road

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Equality Impact Assessment

Bounds Green Low Traffic Neighbourhood

Introduction

With a population of 8.7 million, London is now larger than it has ever been and it is forecast to grow further, to 10.8 million people by 2041. This is expected to generate more than six million additional trips each day so more journeys will need to be taken on foot, by bicycle or on public transport, the most sustainable forms of transport. London's population is also living longer. This means there will be a greater proportion of older people who need to remain physically active for their wellbeing and quality of life but also to relieve pressure on healthcare services.

People walking in London's most deprived areas are more than twice as likely to be injured by a motor vehicle 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 those in other age groups and the number of children killed or seriously injured in cars increased as recently as 2016. Black, Asian and no-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[1].

Alongside road danger, air pollution is an invisible but acute threat to children's health. Around 1 in 3 babies are growing up in areas of the UK with unsafe levels of particulate matter – that's nearly 270,000 babies under the age of 1 in the UK[2]. Toxic exhaust pipe emissions damage children's growth and leave them with lasting health problems (it should be noted that harmful particulate matter is also produced by tires and brake linings which includes those fitted to electrically powered motor vehicles). In 71% of UK towns and cities, children are breathing unsafe levels of air pollution[3].

[1] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf

[2] https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf

[3] Unicef – Healthy Air for Every Child https://downloads.unicef.org.uk/wp-content/uploads/2019/02/Healthy-Air-for-Every-Child-A-Call-for-National-Action-1.pdf

Low Traffic Neighbourhoods (LTNs) form a key part of Haringey's draft Walking and Cycling Action Plan[4] which sets out how to make the borough a more attractive place for residents, businesses and visitors, by enabling more walking, wheeling[5], cycling and public transport trips; whilst reducing motor traffic overall. Motor vehicle-centric street design disproportionately impacts those with the lowest levels of motor vehicle access and household incomes[6] and by introducing well designed LTNs we can create streets that enable more walking, wheeling and cycling for those who benefit the least from traditional, passive traffic management approaches. In addition, research has shown that LTNs are able to reduce car ownership per household over time[7], leaving more traffic capacity for those who have little option but to drive local trips.

Equality Impact Assessment

A local authority may undertake an Equality Impact Assessment (EqIA) around significant changes to a policy or service that could have a disproportionate impact on individuals or groups that share a protected characteristic under the Equality Act 2010. The Equality Act 2010 introduced the Public Sector Equality Duty. This requires all public bodies, including local authorities, to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

The nine protected characteristics as defined by the Equality Act 2010 are as follows:

— Age
— Disability
— Sex or gender
— Gender reassignment
— Marriage and civil partnership
— Religion or belief
— Race
— Sexual orientation
— Pregnancy and maternity

It may also be appropriate to consider the impact of the proposal on other groups not protected under the Equality Act including parents/carers and/or socio-economic groups.

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[4] Haringey's Draft Walking and Cycling Action Plan https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy/draftwcp

[5] 'Wheeling' – in this context meaning anyone using a mobility aid such as a wheelchair, wheeled walking aid (e.g. Rollator) or 3 or 4-wheeled mobility scooter; 'wheeling' also includes others such as children using push-scooters and parents/carers using buggies and pushchairs.

[6] Inequalities in self-report road injury risk in Britain: A new analysis of National Travel Survey data, focusing on pedestrian injuries
https://www.sciencedirect.com/science/article/pii/S2214140517306308

7 https://findingspress.org/article/17128-low-traffic-neighbourhoods-car-use-and-active-travel-evidence-from-the-people-and-places-survey-of-outer-london-active-travel-interventions

Haringey Council intend to adopt socio-economic status as a local protected characteristic to inform future policy making[8].

An Iterative Approach

As per Transport for All's manifesto for 'EqIAs in Action'[9], all efforts should be made to ensure the EqIA is part of a public engagement process and be treated as an iterative document. The EqIA should continue to be updated with feedback and any planned impact mitigations throughout the lifetime of the project including during the trial phase. As such, the analysis undertaken in this document represents a starting point for understanding the impacts of the LTNs on residents with protected characteristics. We recognise that in the past the EqIA process has been viewed by some as a 'tick-box' exercise and that, as a whole, the transport planning sector must move towards a consultative approach to such assessments. We are aiming for a process whereby the lived experiences of people with protected characteristics are reflected in the approach to design and that where possible impacts are planned for or responded to during the trial period.

Public Engagement Timeline

— February 2021 – Perception survey for residents of all three LTN project areas (Stage 1 Engagement)

— March 2021 – Online public briefings for each project area

— May 2021 – Stakeholder mapping exercise begun with focus on local groups representing those with protected characteristics (see appendix)

— May 2021 – Series of public collaborative design workshops, online

— May 2021 – Key stakeholder design workshop, online (Stage 2 Engagement)

— June 2021 - Workshop with Disability Action Haringey and Wheels for Wellbeing

— July 2021 –September 2021 Disabled Persons and Carers Survey running from Monday 10 May to Wednesday 1st September 2021.

— August-September 2021 - Public consultation (Stage 3 Engagement). All postal addresses written to with details of proposals and survey. This included translation offer and accessible format options

[8] https://www.minutes.haringey.gov.uk/documents/g9971/Public%20reports%20pack%2022nd-Jul-2021%2018.30%20Cabinet.pdf?T=10 (page 121 of the document, pg.115 of the report)

[9] Paving The Way for inclusive streetspace: our manifesto for 'EQIAs in Action' https://www.transportforall.org.uk/news/paving-the-way-for-inclusive-streetspace-our-manifesto-for-eqias/

— August-September 2021 - On-street pop-up (informal) engagement, evenings and weekends

— August-September 2021 - On-street engagement outside school sites to hear from children, parents and carers during consultation period

— August-September 2021 - Face to face visits with local businesses

— September 2021 – Online meeting with local schools

— November 2021 – Online meeting with residents who are disabled or carers

Whilst we have had success collaborating with Haringey Disability Action and Wheels for Wellbeing, there are more local groups representing and working with people with protected characteristics from whom we have yet to hear (please see appendix for the groups we have written to). As such work on this EqIA should continue throughout the project lifecycle and beyond to ensure that projects include and improve the situation for those people who are heard from less often.

Perception Survey Results

In February 2021, online perception surveys[10] were launched for each project area providing residents with an opportunity to leave location specific comments about their experiences moving around the project area.

— 1,484 people visited the site and there were 649 confirmed respondents who left comments or ‘Agreements’.

— The most common issue raised by respondents was ‘Air Quality Concerns’ accounting for 53% of all comments and agreements, followed by ‘Traffic Congestion’ and ‘Traffic Volume’.

— The most common suggested improvement from respondents was “Reduce Traffic Volumes” accounting for 38% of all comments and agreements, followed by “Measures to Improve Air Quality” and “Reduce Traffic Speeds”.

— The principal geographical hotspot for comments was on Brownlow Road, followed by Woodfield Way, Winton Avenue, and Clarence Road/Truro Road/Finsbury Gardens.

Public Consultation Results

[10] Haringey Bounds Green Perception Survey Analysis
https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_bounds_green_commonplace_report_v2.0.pdf

Between August and September 2021, we ran a public consultation on our proposals for a low traffic neighbourhood in Bounds Green. The consultation was accompanied by a range of public engagement activities which were supported by Sustrans.

— In total 1,511 people responded to the consultation – 1,388 via the online portal and 123 via paper surveys

— While the survey was filled in by a range of respondents, responses are not representative of the population of the area. Consultation results should be understood within this context. Groups that are overrepresented in the survey include: those with access to a private car; those identifying as “White”; and women. The most common age group were those aged 35-44 and 45-54. The number of people who said they had a disability and/or a long term illness is roughly in line with national averages.

— Respondents used a sliding scale from 1 to 5 to respond to questions, with 1 being negative and 5 being positive. When asked how they felt about LB Haringey proposing to reduced motor vehicle traffic in the Bounds Green LTN: 48% selected “1 – Negative”, and 7% selected “2”. 5% selected “3”. 4% selected “4” and 34% selected “5 – Positive”.

— Respondents were also asked about the changes being proposed in the three consultation areas. There were similar patterns of response to these, with between 57%-60% selecting “1-Negative” and between 26%-29% selecting “5-Positive”. Those selecting “2”, “3”, “4”, or “I don’t know” were each under 6% respectively.

— There was much more positivity for the proposed crossings, bike hangars and School Streets.

— The main reasons people gave for negativity around the proposed changes included:

    - Concerns around the impact on congestion and traffic volumes on main roads in the area
    - Concerns around increased car journey times
    - Linked to both these points, people raised concerns around the impact on air quality in the area and raised concerns around the equity of the LTN for those living on main roads
    - Other less common reasons people gave included concerns around access to houses and/or local amenities, the impact of increased traffic on road safety, personal security on quieter roads, and accessibility of emergency services
    - A number of comments also made explicit reference to the adjacent Bowes LTN in Enfield

— Respondents with a physical or mental health condition/illness were more negative about the proposals than those without.

— Disabled respondents and carers in the area gave similar reasons for being negative about the schemes to overall responses. However, many of them linked their concerns to their disability – e.g. longer journeys to health services, the ability of carers to meet appointments, being unable to walk or cycle places due to a disability/health issue.

— For specific schemes, generally older people were less positive about the proposed changes than younger people.

— Women were less positive about the proposed changes than men.

The Bounds Green LTN consultation report contains a more detailed breakdown of the consultation results.

Disabled Residents and Carers Survey

A survey for disabled residents and/or carers in the LTN area was developed to explore some of the specific needs and suggestions from these groups. 70 responses were received from those in the Bounds Green area. 57 of the 70 respondents left comments

. Of those who responded

- 25 identified as a carer
- 30 identified as a resident with a disability
- 14 responded on behalf of a resident or family member with a disability

The most common locations that people required access to included:

- Doctors/health centre (particularly on Gordon Road), pharmacy and other medical services (16 comments)
- To give care to relatives (7 comments) – some of these were within the LTN area but 2 explicitly said they cared for people outside the area
- Public transport (5 comments) including bus stops and Bounds Green tube
- Local shops (4 comments)

- School/education (3 comments)

The key issues raised about the LTN included:

- Concerns about longer journey times (28 comments)

- Many of these also said that the LTN would block access to key places, such as homes or services (14 comments)

- There were also concerns that carers would no longer be able to access those they care for. These related to both professional carers and those caring for relatives/friends (14 comments)

- Often linked to an increase in journey times were concerns around the impact of LTNs on main roads (13 comments)

- A number of the above comments also stated that they were unable to walk, cycle or take public transport as an alternative to using their car (11 comments)

- Other key issues raised included linking the above issues with the existing filters installed by Enfield (8 comments) and concerns about air pollution (7 comments)

While many of the issues raised were similar to the public consultation, many responses highlighted how the issue would specifically impact their disability (e.g. ability to access medical services, problems for care givers, increased journey time triggering anxiety, increased air pollution triggering asthma)

There were also a number of comments highlighting the benefits of the LTN:

- 6 of these comments left general support

- There were a number of comments that said that the LTNs would improve their mobility, opening up routes for them to walk, cycle or use a wheelchair (5 comments)

Many of the positive comments highlighted that the existing street landscape and traffic volumes had a negative impact on their mobility.

Some comments made specific suggestions about what LB Haringey could do differently:

- The most common of these was around improving the consultation (21 comments). These comments related to: ensuring that disabled voices are listened to; improving communications, including mail-outs that specifically target disabled people; include disabled people earlier in the consultation; and consider specific needs of disabled people in material (not just images; braille etc.)

- There were some specific comments about physical changes, including expand the schemes (4 comments), scrap the schemes (4 comments), improve walking, cycling or wheelchair routes in the area (3 comments), and reintroduce the banned right turn onto Bounds Green Road from Whittington Road (3 comments).

Reviewing Research

In addition to the insights which will be gathered during our programme of public engagement, we have reviewed a number of documents including Transport for All's recent 'Pave the Way' report[11]. This and existing guidance[12] on best practice for designing accessible street-space informed our approach to this assessment. Research shows that people with different characteristics have different needs and experience the urban environment in ways that are both unique and that intersect with the needs of other characteristics.

Whilst reviewing existing research, it became apparent that the relationship between the street environment and some characteristics is better understood than that of others. For example, it was found that a significant amount of research exists around how people with mobility challenges experience their street environment, whereas more research may be needed around how people with different sexual orientations experience the street environment.

Why do we need Low Traffic Neighbourhoods (LTNs)?

According to Department for Transport data, between 2010 and 2019, the number of miles driven on Haringey's roads increased by 73,000,000[13]. With 57% of Haringey households having no access to a private car or van at last census, enabling more affordable and sustainable transport for short trips is essential to improving air quality, reducing road danger and managing motor traffic congestion. Whilst motorised transport has provided some benefits to society, the costs are high and often born by those who benefit the least. Increasing motor traffic dependency has led to a raft of damaging outcomes including

[11] Pave the Way, Transport for All https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/
[12] 'Creating better streets: Inclusive and accessible places', Chartered Institution of Highways & Transportation, 2018 https://www.ciht.org.uk/media/4463/ciht_shared_streets_a4_v6_all_combined_1.pdf
[13] https://roadtraffic.dft.gov.uk/local-authorities

physical inactivity, community severance, air pollution, social isolation and a collapse in childhood freedom. Over the decades, urban minor roads (often referred to as side roads or back streets) have become little more than short-cuts for motor traffic, a situation exacerbated by the upturn in use of in-car satellite navigation technology (sat-navs). Sat-navs have enabled drivers to choose minor roads to bypass congestion and queues on main routes especially around signalised junctions.

Streets welcoming to walking, wheeling and cycling

The LTN approach aims to restore urban minor roads to their original low-traffic, resident oriented status by removing through motor traffic. Evidence of the success of this approach continues to emerge from other London boroughs[14], with fresh data showing overall motor traffic reductions, increased walking rates and reductions in crime. Subject to consultation, the project will introduce motor vehicle access changes to minor roads across the project area in order to achieve a wholesale reduction in the number of motor vehicles movements. Residents will retain access to their homes in their cars. This will in turn greatly increase the overall number of streets which are attractive to walking, wheeling and cycling, with associated improvements for public health and community cohesion[15]. Over time, fewer short, driven trips will be made, reducing congestion on main routes benefitting bus users and other essential services.

Key outcomes for an LTN project

— Reduction of road danger and improved perceptions of road danger

— A built environment that enables people to walk, wheel and cycle more

— Significantly reduce through motor traffic on minor roads, improving air quality

— Create opportunities to improve the accessibility and inclusivity of public spaces through design

LTNs introduce greater priority for pedestrians on minor roads, supporting social distancing and enable more cycling for local trips, further serving to reduce pressure on public transport. Haringey's LTN designs ensure all properties and addresses remain accessible by motor vehicle, however, routing may change for some trips depending on destination. The shortest driven trips will not be impossible however they may become less convenient effectively nudging those who can to walk, wheel or cycle more often. Driver access has been observed

[14] St Peter's People Friendly Streets trial, Results from 6 month monitoring report (Islington) https://www.islington.gov.uk/~/media/sharepoint-lists/public-records/transportandinfrastructure/information/adviceandinformation/20202021/20210310stpeterspeoplefriendlystreetsinterimmonitoringreport.pdf

[15] Driven to excess: Impacts of motor vehicles on the quality of life of residents of three streets in Bristol UK https://uwe-repository.worktribe.com/output/968892

to improve in existing LTN's as resident drivers are not in conflict with through traffic on narrow roads. This also applies to bus services using the minor road network. There is potential for local people and local businesses to make use of spaces reclaimed from fast moving motor vehicles, for informal gatherings of neighbours and for children to experience a restored freedom too.

What is a Modal Filter?

As part of the LTN, 'Modal Filters' will be introduced to a limited number of streets within the project area, maintaining access for residents but limiting vehicle movements to those that require access to addresses within the project area i.e. access-only streets. Modal filters have been in use across London for decades and examples can be found in and close to the project area. Modal Filters in this case will be a mix of physical bollards or planters and camera-controlled locations as agreed with the emergency services.

— Modal filters can be a physical structure in the street (e.g. bollards, planters) or be controlled by automatic number-plate recognition (ANPR) cameras.

— Motor vehicle users will be able to access filtered roads from either end, however, the filter will prevent vehicles passing through by way of a short-cut.

— Camera-controlled modal filters are designed to favour emergency services vehicles, buses with those walking, wheeling and cycling with all able to pass through. Bollard controlled filters allow those walking, wheeling or cycling to pass through.

— As far as possible, low-cost, adaptable features will be used to effect these access changes, whilst their temporary nature allows the highway authority to amend and improve the layout based on monitoring and feedback from residents.

Evidence and Assessments

This assessment benefits from the research data presented in Transport for London's (TfL) 'Travel in London: Understanding our diverse communities' report which was updated in 2019, so for any references in this section without footnotes please refer to this document[16].

[16] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

The report was commissioned by TfL to identify the barriers faced by London's diverse communities when accessing transport.

London of Borough of Haringey

Haringey's residents are highly diverse and the 'State of the Borough' profile[17] released in April 2021 helps us to understand the community better. During the Covid-19 lockdown in 2020, TfL calculated that Haringey had the potential to see a 57% increase in motor vehicle trips if owners switched public transport trips to driving following the first lockdown[17]. An increase in traffic of that magnitude would lead to unacceptable delays to emergency and essential services in Haringey, as well as delays to those who rely on motor vehicles for mobility and would likely be damaging to the local economy too. As such, LTNs enable alternatives to short, driven trips.

— 38% of Haringey residents are from Black, Asian and ethnically diverse groups and 26% identify as "white other". Over 180 languages are spoken in Haringey.

— 1 in 5 adults in Haringey have high blood pressure and a third of residents are not getting enough physical exercise

Age - Including the experiences of young people (age 18 and under) and older people

Bounds Green LTN project spans both Bounds Green and Alexandra wards. Bounds Green ward's overall population spread mirrors that seen in Haringey more widely, with just under half of residents aged 20-44 (43.4%), and a small proportion aged 65+ (9.7%). However, Alexandra ward has a broadly older population compared to other Haringey wards, with a larger than average proportion of residents aged 45-64 (27.2%, the largest proportion in the borough) and a larger than average proportion aged 65+ (13.6%). It should be noted though that these figures are skewed somewhat by the low population density in Alexandra ward due to large amount of green space.

What we know about young people

— There are 56,718 children in Haringey aged 0-17 years, representing 21% of the population.

[17] Haringey at a Glance – State of the Borough
https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

— More 11-17 year olds walk to school in Haringey than in any other London borough (64% mode share)[18]

— In Haringey, 3.3 times more primary school children walk to school than are driven to school[13]

— Walking is the most commonly used mode of transport by younger Londoners (97% of those aged 24 and under walk at least once a week compared with 95% all Londoners)

— Air pollution disproportionately impacts on children living in deprived parts of Haringey[19]. In actual fact, the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas

Schools within Bounds Green project boundary

— Trinity Primary Academy

— St Martin of Porres Primary

— Greek Secondary School, Trinity Road

Schools within a short walk of project boundary

— Bounds Green School

— Bowes Primary School

— Alexandra Park School

— Rhodes Primary School

— Earlham Primary School

— Broomfield Secondary School

— St Michael at Bowes Church of England Junior School

— Tottenhall Infant School

— St Thomas More School

— Saint Paul's Roman Catholic Primary School

Assessment

[18] TfL Streetspace Guidance, Appendix 7 – Case-making Data for Boroughs https://tfl.gov.uk/info-for/boroughs-and-communities/streetspace-funding
[19] https://www.haringey.gov.uk/sites/haringeygovuk/files/air_pollution.pdf

The travel mode of children has changed significantly over the last 30 years, with rates of active travel amongst children collapsing and associated health inequalities soaring. Despite this walking is still the most frequent travel mode for young people in Haringey. Research shows that LTN's implemented in London in 2020 have cut motor traffic related injuries by half[20] with particular benefits for walking trips. With 21% of Haringey being aged 17 or under, this is a group that can be particularly affected by changes to street space. Up until secondary school age, to larger extent, parents determine how children travel and as such may restrict children from being active due to perception of danger from sources such as motor traffic.

Road Danger - Data shows that for each mile driven on a minor urban road, results in 17% more killed or seriously injured pedestrians than a mile driven on an urban A road[21]. As LTNs specifically target through motor traffic on minor roads, this design approach particularly benefits younger people as they walk often and leaving more vulnerable to danger posed by motor vehicles on minor roads. In addition, perceptions of road danger have a significant impact on parental decision-making around how children travel but also their freedom to roam in general. Road danger can be quantified in terms of numbers of collisions on the street, whilst perceived levels of road danger are based on the observations of individuals and their own experiences such as near misses whilst crossing the road and volumes of motor traffic on streets without crossings and with poor sightlines.

Walking trips - Walking is the most frequent mode of travel for young people and children, as such increasing the number of minor roads with very low road danger across an area can help to protect a group who are already travelling actively regularly[16]. Children use minor roads to connect to and between major roads where many destinations lie and as such an LTN can provide a low-danger walking network for those who walk often. As such LTNs broadly protect protected groups who frequently walk (or use footways) which includes younger people. It is recognised that it may not be possible to radically reduce motor traffic on all roads simultaneously and that other measures that encourage walking and cycling are needed for main routes. These may include controlled crossings, footway widening and kerb protected cycleways, all of which would benefit those protected by the age characteristic.

Air Pollution - Air pollution particularly impacts on children living in deprived areas. Evidence shows that the 20% most deprived areas in London had 8.6% more PM10 and 8.1% more NOx compared to the 20% least deprived areas. Research in boroughs who have introduced

[20] https://findingspress.org/article/25633-impacts-of-2020-low-traffic-neighbourhoods-in-london-on-road-traffic-injuries

[21] Motor traffic on urban minor and major roads: impacts on pedestrian and cyclist injuries https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068

wide-spread measures to enable active travel including LTNs shows that significant increases in air quality can be expected[22].

School Streets - Haringey Council are planning two School Streets projects in the Bounds Green project. A School Street restricts motor vehicle movements around a school site at drop-off and pick-up times. A School Streets trial at a primary school in Eltham resulted in a 54% reduction in cars driving to school, a 27% increase in cycling and 9% increase in scooting. School Streets are generally controlled by ANPR cameras and aim to protect children from road danger and enable more children and parents to walk, wheel or cycle to school.

Traffic Reduction - When an LTN is introduced evidence shows that overall traffic volumes fall in the longer term within the LTN[23]. However, in the very short term, there may be some increase in driver queues at some main road junctions at certain times of the day. This may initially lead to intermittent delays to bus services, which could impact on young people travelling. Longer term, evidence from other LTN schemes across London shows differential impacts[24]. The impact on the wider area is unknown at this stage and will be subject to ongoing monitoring in order to inform implementation.

Mitigation

School leaders are key stakeholders and the delivery team have met with them on several occasions so far ensuring communication channels are open as early as possible. Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary. The Council will also be offering an exemption to SEN[25] transport vehicles through some of the LTN filters (e.g. those which are not subject to a hard closure).

Update November 2021

- The council have met with all schools in the project area to answer and respond to questions and address concerns about the LTN. Schools in the area are, in principle, supportive of the LTN and its objectives.

[22] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf
[23] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[24] https://www.haringey.gov.uk/sites/haringeygovuk/files/bruce_ta_0.pdf
[25] The term 'Special Educational Needs' or 'SEN' is used to describe learning difficulties or disabilities that make it harder for children to learn than most children

- Designs to the school street on Trinity Road have been revised. School street restrictions will now only be implemented on the eastern side of Trinity Road. the western side will remain accessible.
- SEN transport vehicles will be eligible for an exemption which will enable them to access to some of the LTN filters (e.g. those which are not subject to a hard closure)..

What we know about older People

— Haringey has 28,632 residents aged 65+ (11% of total population)

— Walking is the most frequently used type of transport by older Londoners aged 65 and over (87% walk at least once a week). 65% travel by bus, 43% drive a car at least once a week and 41% travel by car as a passenger at least once a week

— Older Londoners (14%) are less likely than Londoners overall (30%) to say they are worried about their personal security when using public transport. They are also less likely to have experienced a specific incident of worry when travelling in the past three months (13%, compared with 32% of all Londoners)

Assessment

Whilst walking is the most frequently used mode of Londoner's aged 65 and over[26], this assessment recognises that distances people can walk or cycle tend to reduce in the later years of life. Despite the project areas having a low proportion of residents aged over 65, this is still an issue that must be considered. Older people may find it difficult undertaking short distances on foot or using public transport, due to impaired mobility and/or poorly maintained footways.

Walking trips are common for older people in London, however some may be dependent on motor vehicles for longer trips such as visits to healthcare providers such as the NHS Mobility Solution Centre (MSSC) on Edwards Drive N11. Schemes which change motor vehicle access could have a negative impact on this group such as increased journey times under peak flows or disruption for roadworks or collisions on main routes. However, in the proposed Haringey LTN designs, all local amenities and homes do remain accessible by motor vehicle, although some rerouting may be required depending on origin or destination.

Initial mitigations for these risks include our programme of written communications and public engagement to notify people of the changes, and directing residents to advice and

[26] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

information where necessary. Ongoing monitoring of the LTN projects will be important to update this assessment and to develop more specific mitigations where necessary.

Disability - Including the experiences of people with long term health conditions

The UK national census asks people if they have a long term disability that impacts on their daily lives as a proxy for assessing disability rates in the population. We are still awaiting the data for the 2021 Census but 2011 census data shows that 14% of Haringey residents reported 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. At the time of the 2011 Census (2021 Census data has not been published at time of writing), in Bounds Green ward, around 16.9% of residents reported a limiting long-term health problem or disability. This is in line with the rates seen in Haringey (16.7%) and London (16.4%). Alexandra ward differs in that 13.1% of residents reported a limiting long-term health problem or disability. This is substantially lower than the rate seen in Haringey (16.7%) and London (16.4%) more widely, and the fourth lowest rate of all Haringey wards.

What we know about disabled people

— Disabled Londoners use a wide variety of transport to get around the capital. The most common are walking (81% at least once a week), bus (58%), car as a passenger (42%) and car as a driver (24%).

As a whole, 14% of Londoners report living with a disability that impacts on their daily lives. It is recognised that the term ‘disability’ is an exceptionally broad one and includes people with physical, sensory and cognitive impairments. Broadly we expect the LTN to benefit many disabled people as they tend to be regular footway users and the project will create many more low road danger streets, quieter and easier to cross. However we recognise that will not be the case for all.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

Many disabled people have mobility impairments, and some are wheelchair users meaning quality of footway surface and presence of obstructions is also key to accessibility. For example; manual wheelchair users need sufficient space to be able to propel their chair along a footway, people who walk with sticks or crutches also need more space than a non-disabled walker.

— 82% of disabled Londoners walk at least once a week compared with 96% of non-disabled Londoners and 56% walk five or more times a week compared with 86% of non-disabled Londoners.

Disability can affect locomotion, seeing, hearing, reaching, stretching, dexterity, and cognitive functions, but these categories are not exhaustive, or mutually exclusive; many disabled people, particularly older people, have more than one impairment. For example, getting in and out of a car can be difficult and painful for some disabled people, particularly those with arthritis, rheumatism and back problems; and uneven walking surfaces, gaps between paving slabs can cause difficulties for people using sticks and crutches, visually-impaired cane-users and wheelchair users.

In the short to medium-term, for driven trips that previously relied on minor roads to avoid major roads, disabled people may find journey times vary but this will be dependent on time of day, origin and destination as well as factors such as unforeseen, disruptive incidents on main routes which are common in the capital.

— 55% of disabled Londoners state that their disability affects their mobility, 22% have a serious long-term illness and 10% have a mental health condition

— 84% of disabled Londoners report that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday).

— 34% of disabled Londoners have household income of less than £10,000 compared with 10% of non-disabled Londoners.

— Disabled Londoners are more likely to live in a household with an annual income of £20,000 or less than non-disabled Londoners (61% compared with 25%).

— Disabled Londoners are no more likely to live on a main road that those who do not consider themselves disabled. Analysis in 2020 shows that in Outer London 91.4% of Londoners who report a mobility impairment live on minor roads, compared with 91.1% of those who report no issue with mobility.

Assessment

According to analysis of the UK’s National Travel Survey, disabled people are five times more likely to be injured as a pedestrian than non-disabled people – reporting 22 motor vehicle injuries per million miles walked, compared to 4.8 among pedestrians without a disability. LTNs create many more ‘low road danger’ streets and easier crossing which particularly

benefits high risk groups like disabled people[27]. Whilst the most frequent mode of travel reported by disabled Londoners is walking, it must be recognised that for some, travelling actively may pose a significant challenge due to lack of specialist equipment (often costly), or being discouraged by stigma. For people with mobility-related or visual impairments the quality and design of the built environment can have a considerable impact on both sense of freedom but also on mental health and wellbeing. Intuitive street layouts, places to rest, formal crossings and smooth, wide footway are essential if we are to better include everyone in public life. Improved drop-kerbs, new formal crossings and removal of street obstacles should be considered as part of a low traffic neighbourhood type project. The RNIB report that walking is the main mode of travel for blind and partially-sighted people, many of whom who will have fewer transport options available to them than others[28].

It is also important to recognise that formal crossings (e.g. zebra) are generally only necessary where motor traffic flows are high relative for the street type so, for some users, converting a street to access-only may allow a safe crossing experience without expensive infrastructure, due to very low vehicle flows. 90.2% of low income Outer Londoners live on minor roads[29] but many are less than accessible due, in part, to through motor traffic often travelling at speeds inappropriate to the street environment.

Mitigation

The Council has been developing a relationship with Disability Action Haringey (DAH), and other disability and access stakeholders. We recently completed a ‘roll-around’ audit of the nearby Bruce Grove LTN project area with mobility aid users who provided feedback around footway hazards, personal security and general accessibility around minor roads. We are now working with DAH to identify service users from the Bounds Green project area who may be able to volunteer for a similar audit.

Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. Meeting the needs of those with access and disability needs, and their carers, has been an important part of the LTN design process. Hearing the views from the community on these issues at online workshops, through the Disabled People and Carers survey and the public consultation has helped shape the design of the LTN including the types/locations of filters, the locations of the new pedestrian crossings and the decision to allow emergency vehicle access through camera enforced filters which significantly outnumber the physical closures across the LTN. The Council will be

[27] Disabled and low-income pedestrians at ‘higher risk of road injury’ https://roadsafetygb.org.uk/news/disabled-and-low-income-pedestrians-at-higher-risk-of-road-injury

[28] RNIB Travel Transport and Mobility https://www.rnib.org.uk/knowledge-and-research-hub/research-reports/travel-mobility-and-living-skills-research/travel-transport-mobility

[29] LTN’s for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

offering exemptions for all blue badge holders[30] living in the LTN area and on the immediate boundary of it which will enable them to access to some of the LTN filters (e.g. those which are not subject to a hard closure). An application process to apply for the exemption will be introduced and this will set the criteria for eligibility. This exemption will not apply to School Street filters which are subject to a separate exemptions policy.[31]

Update November 2021

- A cycle hangar proposed on Thorold Road has been proposed in a different location outside on Thorold Road. This is in response to a resident raising concerns about disabled access.
- Marlborough Road filter moved to junction and changed to emergency access filter as specifically requested by emergency services
- Haringey have invited all respondents to the disabled residents and carers survey to attend a further public meeting on the Haringey LTNs on Thursday 25 November 2021.
- Two new controlled pedestrian crossings will be introduced as part of the Bounds Green LTN, one on Bounds Green Road by Gordon Road close to Bounds Green Health Centre and one on Green Lanes by Arcadian Gardens.
- Blue Badge holders living in the LTN or on the immediate boundary of it will be eligible for an exemption which will enable them to access some of the LTN filters (e.g. those which are not subject to a hard closure).

Ethnicity - Including impact relating to skin colour, nationality, language spoken and country of origin

Black, Asian and minority ethnic Londoners account for 40% of the London population. Haringey is the fifth most ethnically diverse borough in the UK. Over 65% of Haringey residents and nearly 81% of our school children come from non-White British communities, compared to 20% in England, 55% for London.190 different languages are spoken in Haringey's schools.

What we know about ethnicity

[30] A Blue Badge is a parking permit that helps people with enduring and substantial mobility problems and/or non-visible (hidden) disabilities to access goods and services, by allowing them to park close to their destination.
[31] https://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel/school-streets

— Bounds Green ward has a larger proportion of residents whose ethnicity is White-Other (30.5%), compared to the wider Haringey population (25.9%)[32]. Whereas Alexandra ward has a larger than average proportion of residents whose ethnicity is White British (60%), compared to the wider Haringey population (34.7%). Those of White Other, Asian and Black ethnicity are under-represented in Alexandra, compared to other Haringey wards[33].

— Walking is the most commonly used type of transport by Black, Asian and non-white Londoners. (96% of Black, Asian and non-white Londoners walk at least once a week compared with 95% of white Londoners.)

— Black, Asian and non-white Londoners are more at risk from motor vehicle injury, with children in this group being on average 1.5 times more likely to be killed or seriously injured on the roads than white children[34].

— Analysis in 2020 showed that in Outer London 92.5% of white Londoners live on minor roads compared to 90.6% of black Londoners. Data also showed 88.7% of Asian Londoners and 88.2% of diverse ethnic groups live on minor roads[35]

— The use of cars among black, Asian and non-white Londoners is lower than for white Londoners; 32% of black, Asian and non-white Londoners drive a car at least once a week compared with 41% of white Londoners (33% and 43% respectively in 2013/14).

— Driving a car is higher among Asian Londoners compared with other black, Asian and non-white groups: 36% of Asian Londoners drive a car at least once a week compared with 27% of black Londoners (39% and 28% respectively in 2013/14).

— Cycling levels amongst black, Asian and ethnically diverse Londoners and white Londoners are very similar. 17% of black, Asian and non-white Londoners cycle in London at least sometimes compared with 18 % of white Londoners, in line with the proportions observed in November 2014 (18% and 17% respectively).

Assessment

With a high proportion of black, Asian and ethnically diverse Londoners residents making sustainable journeys (walking and bus trips), the reductions in road danger and increased pedestrian priority associated with LTN projects will provide conditions that broadly benefit

[32] Bounds Green Ward Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bounds_green.pdf
[33] Alexandra Ward Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_alexandra.pdf
[34] Vision Zero Action Plan – Taking forward the Mayor's Transport Strategy https://content.tfl.gov.uk/vision-zero-action-plan.pdf
[35] LTN's for All? WeArePossible, Active Travel Academy, KR Foundation https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/5fb246b254d7bd32ba4cec90/1605519046389/LTNs+for+all.pdf

these groups. Black, Asian and ethnically diverse Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads[36]. When we significantly increase the number of minor roads with infrequent motor vehicles movements it is likely to benefit these groups and lead to changes in desirable changes in behavior. Furthermore, Black, Asian and ethnically diverse Londoners are also less likely than white Londoners to say that they feel safe from road collisions when walking around London at night (60% Black, Asian and ethnically diverse people compared with 74% white). In the perception survey (February 2021) residents reported high rates of speeding drivers on minor roads and removing through traffic will help to change perceptions of danger and enable more walking, wheeling and cycling for the shortest trips.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys which began in February 2021 with the perception survey. The engagement programme has been designed to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey.

Established community groups and organisations representing different ethnic communities have been contacted and invited to participate in the various stages of engagement. If requested, smaller feedback and discussion sessions can be facilitated with groups that have English as a second language to ensure communication is clear.

Over 180 languages are spoken by Haringey residents. 30% of Haringey residents do not speak English as their main language. This is the 6th highest rate in London and is above the statistical neighbour and London averages. Of those whose main language is not English in Haringey, one in four (24%) either do not speak English well, or do not speak it at all. This is the third largest proportion of all London boroughs, and is above the statistical neighbour and London levels as reported in Haringey at a glance[37].

All printed consultation materials could be requested in other languages. The project page can also be translated into other languages.

During the LTN trial, Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

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[36] TfL Casualties in Greater London during 2014 http://content.tfl.gov.uk/casualties-in-greater-london-2014.pdf
[37] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

Gender

In London, the key demographic differences between women and men are employment status and household income. 37% of women are not working or are retired, with a further 14% employed part-time (compared to 21% and 6% of men respectively). Women are also more likely to be the primary carer of children at home including accompanying younger children to school. Both factors to influence the travel behaviour of women in London. In transport terms, women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter according to Transport for London data[38].

— Walking is the most commonly used type of transport by women (95% walk at least once a week).

— Women are more likely to use buses than men (62% compared with 56%), but are less likely to use other types of transport including the Tube (38% women compared with 43% men)

— Women are less likely than men to drive at least once a week (33% compared with 42%). However, they are more likely to be a car passenger (51% compared with 37% of men)

— Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices[31]

— Women are more likely than men to experience worrying incidents when travelling on public transport and are more likely to be deterred from using public transport more often by a number of different barriers including harassment[39]

— A higher proportion of journeys made by women are for shopping/personal business than men (25% compared with 18%)

— Women are less likely than men to be employed full or part-time, and this is reflected in the smaller proportion of journeys that are made for work purposes (25% compared with 38%)

The experience of women whilst travelling in London

14% of women report experiencing some form of unwanted sexual behaviour while travelling in London in the previous year (the equivalent figure for men is 6%)[40]. Furthermore, 41% of women who experienced an incident of unwanted sexual behaviour did not report it because

[38] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

[39] Most women have been harassed on public transport https://yougov.co.uk/topics/legal/articles-reports/2020/01/22/most-women-have-been-sexually-harassed-london-publ

[40] Travel in London: Understanding our Diverse Communities http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

they felt it was not serious enough[32]. Women cycling have reported experiencing a particular kind of harassment from other road users: that of a sexual nature, and sexist harassment stemming from indignation that a cyclist – and a female cyclist at that, doubly vulnerable and bold – is daring to get in the way of a driver[41]. The experience of female cyclists facing disproportionate harassment and bad driving was proven in research by University of Westminster[42]. That women were almost twice as likely as men to be subjected to frightening 'near miss' incidents whilst cycling seemed mainly linked to the lower average speed reported by female respondents, compared with the men who took part.

Assessment

Women frequently travel as pedestrians so delivering a network of pedestrian-friendly, low traffic streets via an LTN project is expected to make choosing to cycle a great deal more comfortable for women. Over the long run, it is hoped that enabling residents who drive to leave the car at home more often will also help to reduce the congestion on main routes, which impacts on bus journeys and as such benefits women who tend to travel by bus more than men. Women are more likely to be primary carers for children and so it should be recognised that some may rely on motor vehicles to transport children regularly. For example, to access specialist educational settings outside of the immediate neighbourhood and in some cases these trips may require re-routing or experience some variance in journey time following delivery of an LTN (dependent on origin and destination). However, as described above, the aspiration is that more residents will choose alternative modes of transport over the long run, as has been observed in other LTNs across London, resulting in a reduction in congestion for the remainder of essential journeys.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of Haringey LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary.

Gender Reassignment -Where a person is a different gender to their birth gender

[41] What are the barriers that particularly affect women? https://www.cyclinguk.org/article/campaigns-guide/women-cycling
[42] The Near Miss Project http://rachelaldred.org/wp-content/uploads/2019/03/Nearmissreport-final-web.pdf

Between 2019/20 and 2020/21 there was a 10% increase in transgender hate crime in Haringey[43]. It is considered unlikely that transgender people will be unduly negatively impacted by the LTN project.

Assessment

It is unlikely that the introduction of an LTN will unduly impact gender reassigned people. However this iEqIA should be considered an iterative assessment document and should specific issues come to light they can be investigated, mitigation considered and actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Pregnancy / Maternity - When a woman gives birth or is breastfeeding (up to 26 weeks)

What we know about pregnancy and maternity

— Haringey's General Birth Rate (GBR) has generally decreased in line with London since 2001. The sharpest decrease was between 2010 and 2017 (26%).

— 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.

— Over half the infants born in Haringey in 2017/18 were being breastfed at 6-8 weeks after birth.

Assessment

[43] Haringey State of the Borough

https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

Research indicates that motor traffic pollution is linked to poor pregnancy outcomes leading to children who more susceptible to disease later in life[44] and as such action to reduce motor vehicle reliance, including LTNs, will serve to better protect pregnant women and unborn children. However we also recognize that some women may need to travel by motor vehicle more often later in pregnancy including by bus and the LTN may cause some variance in journey times in the short term. However we also expect that in the medium to longer term a reduction in driven trips and therefore traffic congestion will favour those who need to make essential trips by motor vehicle or bus. In addition, research shows that physical activity such as walking or cycling can be an essential factor in the prevention of depressive disorders of women in the post-natal period[45] and there is good evidence that LTN's lead to people being more physically active[46].

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this vital to inform the development of specific impact mitigations where necessary.

Religion / Belief

Haringey is one of the most religiously diverse places in the UK. According to the 2011 UK Census, the most common religion was Christianity, accounting for 45% of residents, less than London (48.4) and less than England (59.4%). The next most common religions were Muslim (14.3%) – higher than London (12.3%) -and Jewish (3%). Haringey had a lower percentage of residents who were Hindu (1.8%) and Sikh (0.3%) than London (5.0% and 1.5%, respectively). A quarter of Haringey residents stated that they did not have a religion, higher than London (20.7%).

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[44] Traffic pollution is linked to poor pregnancy outcomes https://www.bmj.com/content/359/bmj.j5511

[45] Physical Activity and the Occurrence of Postnatal Depression https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6780177/

[46] Low Traffic Neighbourhoods: what is the evidence from the mini-Holland interventions? https://osf.io/preprints/socarxiv/ebj89/

— Religion in Bounds Green ward mirrors Haringey more widely, with the largest proportion of residents (49%) identifying as Christian. This is a slightly larger proportion compared to Haringey as a whole (45%)[47].

— Compared to the rest of Haringey, Alexandra ward has a larger than average proportion of residents identifying as having no religion (37.8%), and among the smallest proportion of Muslim residents in Haringey (4.2%)[48].

Assessment

It is unlikely that the LTN project and associated changes to motor vehicle access will unduly impact people whose religion or beliefs are protected under the Equality Act. It should also be noted that this is an iterative assessment document and should specific issues come to light around people with protected characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

Sexual Orientation

What we know about 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 6,491 residents[49].

Assessment

It is unlikely that the LTN project will unduly impact people with these protected characteristics however the reported reduction in crimes associated with these projects may

[47] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_bounds_green.pdf
[48] https://www.haringey.gov.uk/sites/haringeygovuk/files/ward_profile_alexandra.pdf
[49] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

serve to benefit this protected group[50]. It should also be noted that this is an iterative assessment document and should specific issues come to light around people with protected characteristics they can be investigated, mitigation considered and any actions recorded here.

Mitigation

Initial mitigations for these risks include the Council's extensive programme of written communications, public and stakeholder engagement and surveys to bring residents along on the journey to towards more inclusive and attractive streets space in Haringey. During the LTN trial the Council will continue to engage with residents and direct them to advice and information where necessary. A programme of ongoing monitoring of LTN projects has been developed (including looking at overall traffic volumes and air quality) and this will be vital to inform the development of specific impact mitigations where necessary.

[50] LTN's show crime reduction evidence https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

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Appendix 1 – Summary of changes to designs after public consultation

Area of LTN	Key post-consultation changes	Reason for change
Bounds Green LTN (All areas)	Application process to be introduced for Blue Badge Holders living in the LTN area or on boundary roads, SEN transport vehicles and essential council services catering for residents with disabilities to apply for an exemption to the LTN filters.	To help people with enduring and substantial mobility problems and/or non-visible (hidden) disabilities to access the LTN.
Bounds Green LTN Area A	None	N/A
Bounds Green LTN Area B	West side of Trinity Primary Academy School Street removed, east side retained	To prioritise the section where the school is located, allowing the west side to be accessed by motor vehicle for those who need to arrive by motor vehicle. West side may be introduced at a later date, subject to monitoring.
	Clarence Road between Truro Rd and Nightingale Rd to remain two way but at both ends to be signed as No Motor Vehicle with an Except for access plate, retaining access for emergency services.	This section of Clarence Road is too narrow to accommodate large vehicles once Truro Road and Nightingale Road filters are implemented. The proposed change protects the road from being used by motor

		vehicles simply as a through route whilst allowing access to residents who reside along it.
	Cycle hangar on Thorold Road moved	An alternative location for the bike hangar has been recommended as the location consulted upon may be requested to be considered for a disabled parking bay.
	Marlborough Road filter moved to junction and changed to emergency access filter	In response to emergency services request, to support place function and to support refuse access
	Zebra crossing on Green lanes north of junction with Myddleton Road now not recommended to be implemented. Instead a signalised crossing for pedestrians to be considered in its place or at just north of junction with Sidney road	There is not sufficient space on the carriageway to accommodate a central island which is necessary for safety. Due to the presence of bus stops and or bus lanes which may impede on sightlines, a signalised crossing is more appropriate. The exact location to be determined following feasibility study and approval from TfL.
Bounds Green LTN Area C	None* *The St Martin of Porres Primary School Street will needed to be shortened to only cover Blake Rd from Churston Gardens at the northern end if Cabinet does not approve the Bounds Green LTN filters within Area C.	N/A

Appendix 2

Stakeholder groups contacted in 2021

Disability Action Haringey

Network for LGBT+ planning professionals

Mobility and Seating Solution Centre (MSSC)

Wheels for Wellbeing

Transport for All

The Alzheimer's Society Enfield

Enfield Disability Action

Enfield Vision

Bowes and Bounds Green connected

Bowes Park Community Association

Three Avenue's Residents' Association

Friends of the Green Bounds Green

Bounds Green Window Show

Friends of Springfield Community Park Nature Area

Waste Not Bounds Green

Bounds Green North Community

Alexandra Low Traffic Group SGV Cancer Support

Venture Club for the Blind and Partially Sighted

Haringey Phoenix Group (services for visually impaired people)

RNIB

Guide Dogs

JDA - deaf and hard of hearing

Mind Haringey

Haringey Learning Disabilities Centre

Haringey Autism

Young Onset Dementia Support Group (YoYo)

Haringey Over Fifties

Haringey LGBT Forum

Gingerbread Haringey

Haringey Families

Miller Memorial Methodist Church

Christ Apostolic Church Outreach DDC HQ

Igreja Evangelica Avivamento Da Fe

Potters House Christian Fellowship

Assunah Islamic Centre

Age UK Haringey & Enfield

DRS Care Homes

Trinity Heart Care homes

All people all places

North London action for the homeless

The Community Hub

The Bridge Renewal Trust

Bounds Green Foodbank

Bounds Green Mutual Aid

Carers First Haringey

Report for: **Cabinet 7 December 2021**

Title: Implementation of St Ann's Low Traffic Neighbourhood

Report authorised by: David Joyce, Director of Housing, Regeneration & Planning
Stephen McDonnell, Director of Environments & Neighbourhoods

Lead Officer: Rob Krzyszowski, Assistant Director Planning, Building Standards & Sustainability
Mark Stevens, Assistant Director Direct Services

Ward(s) affected: St Ann's, Harringay, Tottenham Green

Report for Key/ Non-Key Decision: Key

1. Describe the issue under consideration

1.1 This report seeks approval of the principle to implement the St Ann's Low Traffic Neighbourhood (St Ann's LTN) experimental scheme (Engagement Stage 3 Consultation Option A) and a range of complementary measures including new pedestrian crossings, cycle hangars and two trial School Streets. The St Ann's LTN aims to reduce or remove non-local motor traffic from residential areas of St Ann's, as well as reduce the number of short trips made by vehicles which could be walked or cycled. The proposed St Ann's LTN would be implemented on a trial basis for a maximum of 18 months under an experimental traffic management order.

2. Cabinet Member Introduction

2.1 Haringey is embarking on a programme of implementing Low Traffic Neighbourhoods (LTNs) to deliver the objectives set out in the adopted 2018 Transport Strategy and the public consultation draft of the Haringey Walking and Cycling Action Plan (2021) and as part of our ambitious Streets for People initiative. LTNs are needed across the borough to 1) reduce pollution, especially NO2 and particulate matter, which can affect lung function and breathing, worsening respiratory diseases including asthma in children and chronic obstructive pulmonary disease (COPD) in adults; 2) improve health outcomes related to inactivity; 3) reduce motor traffic collisions; 4) reduce carbon emissions in our attempt to avoid catastrophic climate change and finally 5) reclaim neighbourhood streets for pedestrians and communities and to make safe welcoming, inclusive spaces for all residents.

2.2 In contrast to many other London boroughs that implemented LTNs in 2020 with limited public engagement and consultation ahead of implementation, Haringey has undertaken significant engagement and consultation on the proposed St Ann's LTN. Over the past year, the Council has carried out three separate engagements on the proposed St Ann's LTN and numerous additional engagements with key stakeholders. We have listened to feedback and comments, sought to address the key concerns raised, and the ideas and opinions shared have been fed into the design of the St Ann's LTN.

2.3 Public consultation (Stage 3 Engagement) was carried out on two options for the proposed St Ann's LTN: Option A and Option B. Option A would remove all through-traffic from the area, whilst Option B would remove some north-south movements and all east-west movement through the area but maintain the existing through movements on Black Boy Lane, Cornwall Road and Avenue Road. The Council has considered all feedback to the public consultation.

2.4 Although there were a range of views expressed, there was clear support for reducing the motor traffic in the area. Respondents were overall positive about Option A and overall negative about Option B. Option A, which removes all through-traffic from the area rather than just part of it, offers greater benefits than Option B and will be a key driver towards a safer, cleaner, greener, fairer and happier borough and having regard to the support for it. I am therefore recommending that Option A, together with the associated complementary measures, is taken forward on a trial basis.

2.5 Option A will remove all through-traffic, reclaiming local streets for the people who live there, making them once more community spaces where people meet, chat, socialise and where children play. Together with the proposed complementary measures, it will improve the walkability and cyclability of the local area, creating safe, active travel corridors between local amenities including shops, schools, surgeries, parks and leisure facilities.

2.6 The Council will continue engagement with the local community and other key stakeholders and communities as the proposals come forward. During the trial, we will keep channels of communication open for residents and the wider community to feedback their experience.

3. Recommendations

That Cabinet:

A) Notes the responses received to the proposed St Ann's Low Traffic Neighbourhood (LTN) as part of Engagement Stage 1 (Early Engagement), Engagement Stage 2 (Community Design Workshops)

and Engagement Stage 3 (Public Consultation) as set out in Appendices E and K;

B) Approves the making of the experimental traffic management order to implement the St Ann's LTN experimental scheme, as set out on the plan in Appendix L, subject to funding, and provided that any changes to the plan in Appendix L are reported back to the Leader, Cabinet or an individual Cabinet member for approval before being implemented;

C) Approves the making of an experimental traffic management order to implement the School Streets, as set out on the plan in Appendix L, subject to compliance with relevant statutory requirements and detailed engineering drawings to implement the traffic control measures show on the plan;

D) Approves the bike hangars, as set out on the plan in Appendix L, subject to compliance with relevant statutory requirements and detailed engineering drawings;

E) Approves the pedestrian crossings, as set out on the plan in Appendix L, subject to compliance with relevant statutory requirements and detailed engineering drawings;

F) In relation to the LTN only, approve the exemption of:

a. Blue Badge holders living within the LTN or on its immediate boundary;
b. Special Educational Needs and Disabilities (SEND) transport; and
c. Essential Haringey Council services catering for people with a disability

to non-hard closure filters in the St Ann's LTN experimental scheme as per paragraph 6.71 of this report.

G) Delegates approval to the Director of Environment & Neighbourhoods to agree the engineering drawings for the experimental traffic management orders for the St Ann's LTN and School Streets and the engineering drawings for the bike hangars and pedestrian crossings, set out recommendations B to E provided any changes to the Plan in Appendix L do not need to be reported back to the Leader, Cabinet or an individual Cabinet member as a key decision;

H) Authorises the Director of Environment & Neighbourhoods, in consultation with the Cabinet Member for Environment, Transport and the Climate Emergency, to modify or suspend the operation of the experimental traffic management

orders for the St Ann's LTN and/or School Streets if it appears to the Director essential in the interests of the expeditious, convenient and safe movement of traffic or for providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road affected by the order runs provided any decision to modify or suspend does not need to be reported back to the Leader, Cabinet or an individual Cabinet member as a key decision.

4. Reasons for decision

4.1 The proposed St Ann's LTN has been developed over 10 months informed by a significant amount of engagement with local residents and other key stakeholders. In early 2021, the Council began early engagement with residents and businesses on the proposed LTN. The most common issues raised by respondents were 'traffic speeding', 'poor cycling environment', 'traffic volumes' and 'rat running traffic'. The most common suggested improvements were 'reduce traffic volumes', 'reduce traffic speeds', 'more cycle infrastructure' and 'increase traffic and speeding enforcement'. Following this, a series of St Ann's LTN design proposals were developed to help address the concerns raised. Engagement was carried out on these in May 2021 via online Community Design Workshops.

4.2 From 16 August 2021 to Friday 17 September 2021, a public consultation was held on two potential design options (Option A and Option B). Based on the quantitative and qualitative data received as part of the consultation, there was strong support among participants for the introduction of a St Ann's LTN. A clear preference was expressed for Option A which removes all through-traffic from the area. Those who were in support of Option A wanted to see measures introduced that reduce through-traffic in the area to create a quieter and safer environment within the St Ann's LTN, with improvements to air quality and improvements in cycling safety.

4.3 It is noted, however, that support for Option A was not universal with some participants expressing strong objections to the introduction of any measures to cut through traffic in the area. In response to specific concerns raised, the Council has made a number of post-consultation changes to the proposed St Ann's LTN as well as proposed a number of exemptions to the traffic restrictions. Other concerns of those opposing the St Ann's LTN (Option A) are noted, particularly displacement of some motorised vehicular traffic to boundary roads, some lengthened journey times and potential increased air pollution on boundary roads. However, by taking a phased implementation of delivering the School Streets, pedestrian crossing facilities and bike hangars first and monitoring the impact of these, potential traffic displacement mitigation

measures can be better identified and deployed, in conjunction with any changes within the St Ann's LTN, if necessary.

4.4 Introducing the St Ann's LTN is expected to result in the adjustment of motor vehicle travel behaviour of both those living within the LTN and those living outside. Some drivers will adjust routes and behaviour to avoid the St Ann's LTN area, switch to walking, cycling or public transport or even reduce the number of journeys. The proposed St Ann's LTN will contribute to reducing through-traffic in the area; it will also help encourage residents who currently make trips by motor vehicle to switch some local journeys to more sustainable travel modes. A substantial proportion of locally-generated motor vehicle trips (i.e. by Haringey residents) are short. TfL data indicates that over 60% of such trips (accounting for those that are essential/cannot be made by other means, e.g. due to a physical or other disability) could be made by cleaner, more sustainable modes. By making some local motor vehicle trips slightly less attractive (e.g. slightly longer due to restrictions in certain places) and walking/cycling much more attractive (by reducing dominance of vehicle traffic on these streets), a switch from the former to the latter will be encouraged.

4.5 Transport is the third largest source of emissions in the borough yet less than half of Haringey households have access to a car or van and this figure is falling. Census data from 2011 shows that household access across the area to cars or vans is low. 60% of households in St Ann's ward, 62% of households in Harringay ward and 65% of households in Tottenham Green ward do not have access to a car or van. This means that the majority of households in the area do not benefit from the large amount of space on the public highway which currently enables rat-running traffic.

4.6 A range of assessments have been carried out to understand the potential impacts of the proposed St Ann's LTN. The Equalities Impact Assessment (EqIA) showed that the measures are likely to advance equalities for many protected groups, albeit with a small disadvantage noted for those solely reliant on motor vehicles for transport. On balance, the scheme is considered to promote equality of opportunity among protected groups.

4.7 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. In simple terms the duty is to secure "the expeditious movement of traffic including pedestrians on the authority's road network".

4.8 A high-level transport assessment was prepared for the St Ann's LTN which predicted a reduction in motorised vehicular traffic within the proposed St Ann's LTN area and a range of potential impacts on motorised vehicular traffic (from negative/neutral to 100%+ increase) on certain parts of the boundary roads and

at certain times. However, it should be noted this is only a prediction and was based on the worst-case assumption that all motorised vehicular traffic reassigns to the nearest available route and assumed that the boundary roads are able to accommodate additional motorised vehicular traffic. There are varying levels of spare capacity in those boundary roads. Early reviews by Sustrans of 6 trial LTNs across London have shown a general reduction in traffic over time within the LTNs with a mixed picture for the boundary roads. It is only possible to accurately understand impacts of the proposals on the highway network once the scheme is in place. The scheme is proposed to be implemented on a trial basis, supported by a comprehensive monitoring programme covering traffic flows and pedestrian flows, bus journey times, and emergency response times, and air quality. It should be noted that 'traffic' includes motorised and non-motorised travel modes and it is considered that the Council would not be in breach of its network management duty in implementing the St Ann's LTN, provided that it is phased appropriately, including having regard to other LTNs being taken forward by the Council (Bounds Green and Bruce Grove/West Green) and considering possible mitigation measures to counter the extent of negative impact on its boundary roads.

4.9 The Department for Transport's statutory guidance on the Traffic Management Act 2004: network management to support recovery from COVID-19 (last updated 30 July 2021) sets out that, following the pandemic, local authorities are expected to continue to reallocate road space to people walking and cycling including through measures such as modal filters which can create low-traffic or traffic-free neighbourhoods.

5. Alternative Options Considered

5.1 The alternative options available to the Council are:

Option 1: Implement an alternate design for the St Ann's LTN. Engagement Stage 3 included public consultation on two LTN Options (Option A and Option B). Implementation of Option B is not recommended as it was not supported by respondents in the public consultation (compared with Option A which was strongly supported) and it also would not eliminate through traffic in the St Ann's area and consequently would not deliver the same benefits as Option A

Option 2: Implement the St Ann's LTN in a geographically-phased way – i.e. segmenting the area into discrete parts. Although this would enable the funding currently available to be used to implement full LTN measures in one or more parts of St Ann's (e.g. from Green Lanes to Black Boy Lane, from Black Boy Lane to Avenue Road and from Avenue Road to Seven Sisters Road), the effect

would merely be to temporarily displace north-south through-traffic to slightly fewer roads within the overall St Ann's LTN and therefore exacerbate the problems currently experienced on those roads, particularly by their residents. However, the selection of which parts to proceed with and which ones should be deferred until sufficient funding was available would be arbitrary and, for the most part, would represent a slight variation of Option B. Furthermore, additional cost would be incurred in creating any such discrete parts, delaying the rate at which the full St Ann's LTN could be created.

Option 3: Not to implement an LTN in St Ann's i.e. 'Do Nothing'. This option is discounted as it would not: reduce pollution; reduce motor traffic collisions; reduce carbon emissions; reclaim neighbourhood streets for pedestrians and communities; support active travel modes and therefore improved health outcomes; address inequalities with impacts felt disproportionately by those who do not own a car.

6. Background

Strategic context

6.1 The strategic context for the scheme is provided by the Borough Plan, Transport Strategy, Climate Change Action Plan, Air Quality Action Plan, School Streets Plan, and draft Walking and Cycling Action Plan (WCAP). These are summarised in Appendix A.

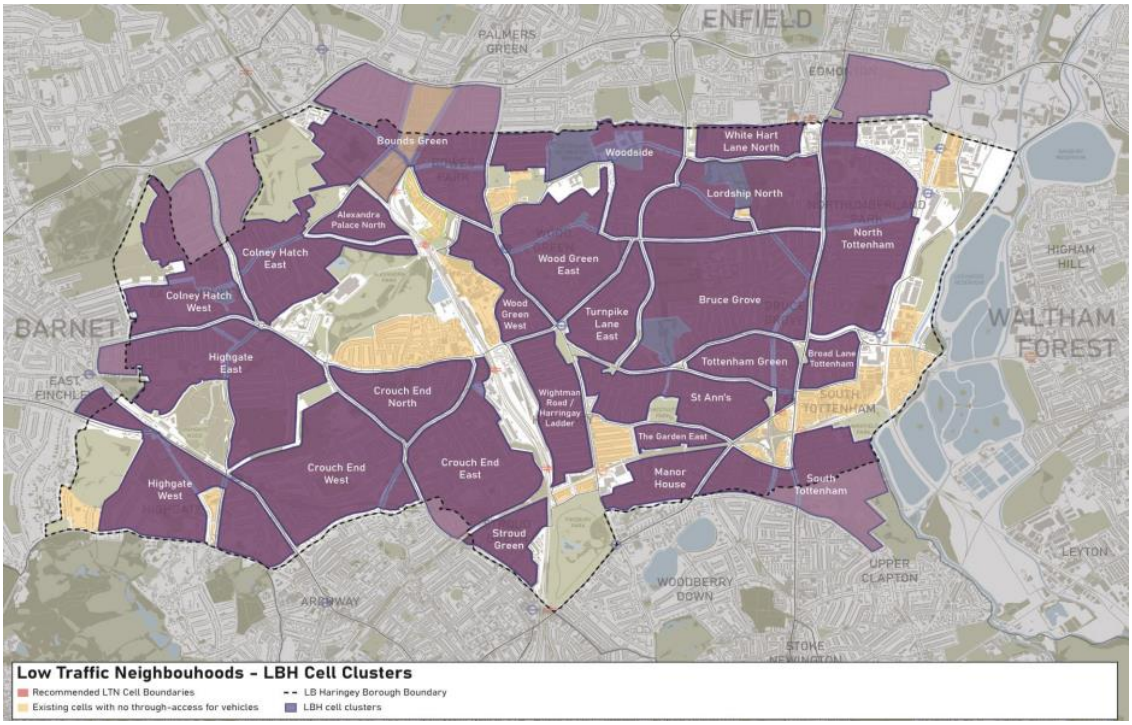
6.2 The draft WCAP sets out a range of schemes that will form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices including Low Traffic Neighbourhoods.

Low Traffic Neighbourhoods

6.3 Low Traffic Neighbourhoods (LTNs) are area-based traffic management schemes that aim to reduce or remove non-residential motor traffic from residential areas, as well as reduce the number of short trips made by vehicles which could be walked or cycled. A range of measures are usually introduced as part of LTNs which work together to make it more difficult for motor traffic to travel through an area, meaning it is only trips originating from local addresses or delivery and service vehicles that can be made. Measures that are normally introduced in LTNs include one-way streets, banned turns and features called modal filters where roads are closed to motor traffic (at one end or in the middle) removing the ability of non-local traffic to drive along a street. Modal filters can be either be in the form of physical barriers or roads left open for access by permitted vehicles such as emergency services which, in some cases, are enforced via CCTV.

6.4 The draft WCAP, published for consultation in November 2021, includes Policy 4 to deliver a network of LTNs across the borough. It sets out that Haringey will develop a borough-wide vision for LTNs, taking into account the function of the street network, the availability of through routes and the location of key destinations in the borough. As a starting point towards a borough-wide network of LTNs, the draft WCAP identifies 25 potential LTN locations as set out in Figure 1.

Figure 1: Potential Low Traffic Neighbourhoods



6.5 St Ann's is included as one of 25 potential LTN locations in the draft WCAP. An LTN in this location is consistent with the ten criteria listed in the document for defining and determining locations for LTNs. These include potential for reduction in traffic volumes and vehicle speeds, more walking and cycling, schools and community engagement.

Issues

6.6 Over past decades, there has been a significant increase in traffic volumes on residential streets, resulting in greater noise, air pollution and road danger. This has been made worse by the introduction of sat nav apps which lead increasingly to more traffic passing through residential areas. At the same time, car ownership across London has been falling. The 2011 Census indicated only 48% of households in Haringey had access to a car or van. A Centre for London report[1] published in 2020 indicated that figure has now fallen to 43%. A large

portion of traffic on Haringey's residential roads is from vehicles which have not originated from or are not destined for the borough.

6.7 LTNs are a key tool available to councils to help reduce traffic volumes not only on residential streets but across their areas more generally. While LTNs are a traffic intervention, their potential benefits primarily relate to public health. Where LTNs are implemented successfully and remove traffic, they can deliver improved air quality, provide for cleaner, healthier, safer and more pleasant routes to schools and other destinations, enable streets to be reclaimed for play and community interaction and, in so doing, support increased physical activity and improve health and wellbeing.

6.8 During the height of the Covid-19 lockdown, London witnessed how creating more space to walk and cycle can reduce traffic and improve air quality. Traffic on streets reduced dramatically and, in turn, London's toxic air pollution improved in many areas[1]. Less traffic on our streets created safer, quieter streets and improved the experience for walking and cycling.

6.9 The major effect of introducing an LTN is that it alters vehicle travel behaviour. In particular, LTNs are a key tool to eliminate through-traffic (i.e. traffic that does not have an origin or destination within the LTN). The implementation of an LTN requires drivers who would ordinarily travel through the LTN to adjust their behaviour, either by taking an alternative route, switching to walking, cycling or public transport or even reducing the number of their journeys. LTNs can also require drivers living within the LTN area to alter their travel behaviour. While every home in an LTN can be accessed by car and can receive deliveries and services to their doors, it is the case that some residents and business visitors may have to drive further or use a different road to access their address.

Traffic reduction versus traffic displacement

6.10 A key point of contention is whether LTNs lead to an overall reduction in traffic (i.e. 'traffic reduction') or whether they just displace it from one location to another. It is impossible to predict how people will change their travel behaviour as a result of an LTN. However, evidence from other schemes in London shows that the changes in traffic volumes on boundary roads are very different to what would be predicted by simple reassignment of traffic. A paper[2] examining over 70 case studies of road space reallocation from eleven countries, and the collation of opinions from over 200 transport professionals worldwide, found that predictions of traffic problems are often unnecessarily alarmist, and that, given appropriate local circumstances, significant reductions in overall traffic

[1] https://www.london.gov.uk/sites/default/files/london_assembly_environment_committee_-_air_quality_report_-_february_2021.pdf
[2] https://nacto.org/wp-content/uploads/2015/04/disappearing_traffic_cairns.pdf

levels can occur, with people making a far wider range of behavioural responses than has traditionally been assumed.

6.11 A particular concern is around traffic being displaced from the quieter residential areas onto surrounding main roads (often bounding the LTN) which could also be residential and may already be very congested. An analysis in Waltham Forest[3] found that, although traffic on major roads adjacent to LTNs increased slightly, it increased less than traffic in London as a whole during this period. Traffic decreased by 56% over the whole (both inside and outside the LTN) with 10,000 fewer vehicles a day across the project area. A study[4] by Kings College on Waltham Forest in 2019 found that air quality did not get worse on major roads (or other non-LTN areas) after the introduction of LTNs. A related concern is that increasing traffic on boundary roads is likely to disproportionately affect more deprived residents and those with protected characteristics. A spatial analysis of London's new LTNs[5] has shown that, across London, people in deprived areas were much more likely to live in a new LTN than people in less deprived areas and that, at a micro-level, LTN residents were demographically similar to neighbours in immediately adjacent areas.

Short-term versus long-term impacts

6.12 Another issue with LTNs concerns short-term versus long-term impacts. It can take time for drivers to get used to changes which can be disruptive in the short-term after an LTN is implemented. There may be some increase in driver queues at some main road junctions at certain times of the day which can initially lead to intermittent delays to bus services. However, experience from 6 other LTNs introduced in London has shown that, after a few months of a 'settling in' period, impacts on a majority of main roads tended to not be significant (see Appendix H). The growing body of data on LTN impacts in London has revealed a wide spectrum of impacts from large and small increases and decreases in traffic to insignificant changes either way.

Access to properties

6.13 As noted above, every property in an LTN can be accessed by car but it is the case that some residents and visitors may have to drive further or use a different road to access the address. This raises a variety of potential issues including for businesses, religious institutions, people with disabilities, taxis and private hire, emergency services, and general permeability and accessibility of communities. To a large extent, potential impacts depend on how an LTN is

[3] https://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[4] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings Report_310718.pdf
[5] https://osf.io/preprints/socarxiv/q87fu/

planned and designed and the extent of engagement and consultation which is undertaken.

Businesses

6.14 LTNs may mean that access to certain businesses by motor vehicle is affected. This has implications for businesses who some people visit by car, those that rely on motor vehicles for deliveries, and for businesses directly related to motor vehicles such as MOT garages. Issues in this regard are partly mitigated by the fact that all businesses in an LTN are still able to be accessed by car. It is important to note that there are evidenced benefits to businesses from increased levels of walking and cycling[6]. People who walk and cycle more take more trips to the local high street over the course of a month. On average, pedestrians make 16 visits, cyclists 12, and car drivers 8. On average, over a month, people who walked to their local high street spent 40% more.

Community facilities

6.15 LTNs may also affect access to community facilities such as religious institutions. Again, issues in this regard are partly mitigated by the fact that all addresses in an LTN are still able to be accessed by car. It is also the case that such facilities become more attractive to walk and cycle to because of the reduction in traffic within the LTN. Notwithstanding this, it is noted that not all people are able to walk and cycle to such facilities and changes in vehicular access may present some difficulties.

Older people and people with disabilities

6.16 A key issue with LTNs is that they have the potential to impact disproportionately on individuals and groups who experience barriers to walking, cycling and using public transport and who rely on a motor vehicle to get around. Specific groups who may be presented with difficulties by LTNs include older people and people with disabilities. People and groups who rely on motor vehicles may also be more affected such as those who have carers or who use transport services such as special educational needs and disabilities (SEND) transport. LTNs do not prevent anyone driving to their home or to a particular address as all addresses remain accessible. It is also worth noting that disabled people also walk and cycle therefore their needs will differ to those who use a motor vehicle to get around. .

6.17 Each person with disabilities has different needs and they cannot be treated as one homogeneous group. A report by Transport for All set out that the positive

[6] https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf

impacts of LTNs experienced by different people with different disabilities included: easier and more pleasant journeys, increase in independence, decrease in traffic danger and benefits to physical and mental health. The negative impacts included: longer journey times for residents and visitors, travel becoming more exhausting, complicated or difficult and some cases of a negative impact on mental health, issues with taxis and a perceived rise in traffic danger. It is crucial that the needs and requirements of these individuals and groups are properly taken into account as part of the design process of an LTN,

Taxis & private hire

6.18 The traffic restrictions introduced by LTNs can mean that taxi and private hire vehicles may have to drive further or use a different road to access certain addresses. Taxi/private hire journeys could be more difficult or take longer with more expensive fares as a result. To the extent this is the case, LTNs may have potential impacts for both taxi drivers and taxi passengers. Impacts could fall disproportionately upon groups who cannot use other transport options and thus rely on taxis/private hire vehicles to make certain trips. It is noted that a large portion of London black cabs are wheelchair-accessible vehicles and these vehicles, together with fully accessible private hire vehicles, provide a valuable option for travel, particularly to elderly or disabled people. It is important that the needs and requirements of all road users are taken into account when designing LTNs.

Emergency services

6.19 A common concern about LTNs is that they have potential to slow down emergency services, either through blocking routes within the LTN or creating greater congestion outside of it. The ability of emergency services to efficiently use the highway network is a genuine factor that must be taken into account with LTNs. It is important that emergency services are extensively consulted as proposals develop and that their vehicles are provided with necessary accesses. A common way to do this is to use camera enforced filters rather than physical barriers as filters. Data from long-standing LTNs have shown that there is no negative impact on emergency response. In Waltham Forest, Fire Brigade response times were unchanged inside LTNs, and slightly faster on boundary roads[7].

Exemptions

[7] https://findingspress.org/article/18198-the-impact-of-introducing-a-low-traffic-neighbourhood-on-fire-service-emergency-response-times-in-waltham-forest-london

6.20 One tool which is available to councils is to issue exemptions to certain road restrictions within an LTN. This relies upon some modal filters being camera-enforced rather than enforced through physical barriers. This is commonly done across London for a variety of purposes. Some people in Haringey are eligible to apply for exemption for a free School Streets exemption including Blue Badge (disabled) holders who require access to the street during the specified times and pupils of the school that have a disability that prevents them from walking or cycling to school.

Accessibility for communities

6.21 The permeability and accessibility of communities can be affected by the introduction of an LTN – whilst accessibility for cars is reduced (but not removed), accessibility for pedestrians and cyclists is increased. It may be the case that vehicular access is restricted to some communities to remove harmful through-traffic which does not have an origin or destination in the local area. While this may mean some residents and visitors may have to drive further or use a different road to access the community, accessibility by public transport can be retained and enhanced through appropriate choices of filters such as bus gates. Accessibility and permeability for pedestrians and cyclists can also be significantly improved through the removal of through traffic. A study in Bristol[8] found the number of friends and acquaintances reported by residents was significantly lower on streets with higher volumes of motor traffic.

Community safety

6.22 A further concern around LTNs is that if traffic is reduced and streets are quieter there is a risk of more crime/anti-social behaviour, including with regard to violence against women and girls. The introduction of an LTN in Waltham Forest was associated with a 18% decrease in street crime within the LTN and 10% across the borough and this effect increased with a longer duration since implementation[9]. It is nevertheless important that LTNs are designed with a view to designing out crime through approaches such as Secure by Design and that the Metropolitan Police Service is engaging robustly and as early as possible.

External funding

6.23 In usual times, London Boroughs are allocated money by Transport for London (TfL) to spend on projects that support the Mayor's Transport Strategy through a Local Implementation Plan (LIP). The Council's LIP 2019-2022 was approved by the Deputy Mayor for Transport in June 2019. However, the LIP funding

[8] https://core.ac.uk/download/pdf/323897729.pdf
[9] https://osf.io/preprints/socarxiv/ftm8d/

programme was suspended in May 2020 due to financial constraints on TfL, resulting from reduced revenue during lockdown, a government funding agreement and a need to reprioritise any spending. This was to help active and safe travel whilst the public transport system could not operate at full capacity due to social distancing.

6.24 In June 2020, TfL invited London boroughs to bid for funding under the Mayor's London Streetspace Programme which aimed to provide residents with a safe alternative to travelling in the capital (Tranche 1). Haringey was successfully awarded funding for a range of proposals outlined in the Haringey Streetspace Plan (Appendix B); however, a bid to deliver two LTNs (Bruce Grove and St Ann's) (Appendix C) was unsuccessful.

6.25 In July 2020, TfL announced a further Department for Transport Active Travel Fund funding opportunity (Tranche 2). The Council resubmitted unsuccessful Tranche 1 bids together with a new bid for an LTN in Bounds Green in response to an LTN being implemented in Enfield. In December 2020 TfL confirmed the Council had been successful with its three LTN bids. It should be noted that the Tranche 1 LTNs (none in Haringey) are different from the Tranche 2 LTNs that the Council has been awarded funding to deliver. In Tranche 1 funded LTNs were required to be delivered without delay with consultation taking place whilst they were in place. In contrast, the Tranche 2 LTNs are expected to be consulted on before implementation.

6.26 In June 2021, TfL announced a further funding opportunity (Tranche 3) focused on defined priorities. In July 2021, the Council was allocated £927,000 towards its three in-flight LTN schemes comprising £735,000 for School Streets, £72,000 for cycle hangars and £120,000 for transport modelling.

Table 1: External funding secured towards delivery of LTNs

Tranche	**Funding secured**		**Deadline for committal**	**Deadline for spend**
	3 x LTNs total	St Ann's LTN		
Tranche 1	None		N/A	N/A
Tranche 2	£866k	£302k including initial allocation of £60k for community engagement and design.	11 March 2022	30 September 2022

Tranche 3	£927k	£184k for two School Streets £24k for cycle hangars	11 December 2021	11 March 2022 with works complete by 31 March 2022
Total	£1.793m	£510k		

Engagement and Consultation

6.27 The development of proposals for the St Ann's LTN has been subject to a significant amount of engagement and consultation. The three main stages of engagement are set out below together with details of ongoing engagement with key stakeholder groups. A Communications and Engagement Plan (Appendix D) was prepared after Engagement Stage 1 with a long-term focus on building relationships with key stakeholders and has underpinned all engagement since.

Engagement Stage 1 - Early engagement

6.28 The Council launched early engagement with residents and businesses on the proposed St Ann's LTN in February 2021. A letter was sent to all addresses within the proposed St Ann's LTN area explaining how to get involved with the emerging proposal and inviting residents and businesses to let the Council know what transport and travel issues they were experiencing, and what interventions or improvements they would like to see implemented in the proposed St Ann's LTN area. Residents were given the opportunity to share their views on an interactive engagement map and to join an online public meeting. For those without internet access, replying to the letter by phone and post was possible. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were also carried out. The feedback received at this engagement stage was reviewed and analysed and fed into the initial design development of the St Ann's LTN.

6.29 A summary and analysis of the comments on the interactive online engagement is provided at Appendix E. 1,668 people visited the site and there were 521 confirmed respondents. The most common issue raised by respondents was 'traffic speeding' which was mentioned in 54% of comments and agreements, followed by 'poor cycling environment', 'traffic volumes' and 'rat running traffic'. The most common suggested improvements from respondents were 'reduce traffic volumes' which was mentioned in 48% of comments and agreements, followed by 'reduce traffic speeds', 'more cycle infrastructure' and 'increase traffic and speeding enforcement'. The key areas of concern identified from the comments were Clinton Road, Black Boy Lane (central and south), Avenue

Road, Hermitage Road (north) and the Glenwood Road/Avondale Road/Woodland Park Road (south) area.

6.30 A summary of written responses to participant questions at the online meeting is provided at Appendix F.

Engagement Stage 2: Community Design Workshops

6.31 On 24 and 25 May 2021, the Council held online community design workshops for the proposed St Ann's LTN. The public workshops were open to all residents in the project area. Letters were sent to all addresses in the area in advance and attendees were able to comment on two design options for their area and raise any potential issues or suggestions about the design. Option 1 included modal filters on all the north south through routes in the LTN. In Option 2, Black Boy Lane would remain open for southbound traffic. 102 people registered to participate in the events and 63 attended. Option 1 equivalent was the most popular among attendees. Further detail of the feedback received is provided in the consultation report at Appendix K.

Engagement Stage 3: Public Consultation

How was consultation undertaken?

6.32 A public consultation on the proposed St Ann's LTN ran from Monday 16 August to Friday 17 September 2021 (5 weeks). The public consultation was an opportunity for those living and working in and near the LTN to review two proposed design options (Option A and Option B) and give the Council their feedback. However, it is important to note that the public consultation was available to anyone to respond to, whether they lived in the area or not. The below table summarises strategies used to maximise engagement during the public consultation:

Council website	Consultation hosted on Council website where all key documentation published FAQs
Social media	Twitter, facebook, instagram
Consultation leaflet	Sent to every address and available in local libraries
Haringey People Extra bulletin & Haringey Business Bulletin	LTN item included within email bulletins
Survey	Sent to every address (freepost return)

	Could also be completed online, via phone, sent via email or completed in person and deposited at 5 of the borough's libraries
Accessible version of consultation leaflet and survey	Published on the council's website with paper copies available on request.
Translations	Consultation leaflet available on request in 4 commonly spoken languages
Specific stakeholder groups	Bespoke strategies used for specific groups. Detail set out in following paragraphs.
Consultation events	Exhibition boards St Ann's Library Pop-up exhibitions at Chestnuts Park and St Ann's Library Outside school engagement: St Ann's Primary School, Chestnuts Primary School, West Green Road Primary School & Seven Sisters Primary School
Posters/lamp columns	25 lamppost wraps and 100 posters were placed across the LTN area

6.33 In addition to the main stages of engagement listed above the Council consulted key stakeholders on the emerging LTN proposals as follows:

- **Emergency services:** Three meetings took place with emergency services (police, ambulance, fire brigade) in 2021. In addition, there was correspondence outside of these meetings as draft designs emerged and evolved.
- **Disabled people and carers**: At the same time as Engagement Stage 2 design workshops were held the Council began collecting information to help it develop the LTN to meet the distinct requirements of people with disability and access needs. A Disabled People and Carers Survey was
- launched on 10 May and ran until 1 September 2021. Key stakeholders were written to and informed about the survey to maximise the response rate. The Council worked closely with Disability Action Haringey (DAH) throughout the engagement process through a series of video calls and an online workshop.
- **Schools:** Schools engagement was carried out in July 2021. A meeting was held for head teachers and a separate meeting was held for parents.
- **Businesses:** A Business Perception Survey was commissioned to help build up a picture of how customers and staff travel to business premises, alongside how they receive deliveries.

What was consulted on?

6.34 Two LTN options were subject to public consultation (Option A and Option B) as set out in the consultation leaflet at Appendix G. Option A (equivalent to Option 1 at the Community Design Workshops) proposed filters on a trial basis to remove all through-traffic from the area (i.e. to eliminate all traffic travelling through the LTN from one boundary road to another), whilst Option B (equivalent to Option 2 at the Community Design Workshops) proposed filters to remove some north-south movements and all east-west movement through the area but maintaining the existing through movements on Black Boy Lane, Cornwall Road and Avenue Road.

6.35 A range of complementary measures were also proposed including:

- School Streets for West Green Primary School and St Ann's CE Primary School (on a trial basis)
- Three new zebra crossings (permanent)
- Six new cycle hangars (permanent)

High Level Transport Assessment (HLTA)

6.36 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. The duty is "to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

6.37 As part of this duty, alongside the consultation option, the Council also published a high-level transport assessment (HLTA) for the proposed St Ann's LTN. The HLTA (Appendix H) was undertaken to assess the potential impacts of the proposed St Ann's LTN on the highways network. It concluded that Option B which retains north-south movements with the LTN area would see little or no impact on the wider transport network and focused on Option A which would remove all through-traffic from the area.

6.38 The HLTA estimates, based on limited data, that if Option A is introduced, it will stop approximately 20,000 motor vehicles in a 12-hour period (7am-7pm), from traveling through the LTN, representing approximately 70-75% of motor traffic within the LTN area during that period. The HLTA assumes that capacity exists on the main roads surrounding the LTN (boundary roads) and so motor traffic can divert onto these and possibly beyond as it seeks alternative routes. The HLTA therefore shows a significant increase in motor traffic on surrounding

main roads such as Green Lanes and West Green Road. However, the HLTA presents a “worst-case scenario” and assumes that, with the LTN in place, people will continue driving exactly the same journeys as they did previously, but merely divert to the closest route available. That, in reality, will not materialise as Green Lanes and several of the other boundary roads are already close to capacity and would not be able to accommodate this increase in demand. As a result, some drivers will attempt to use these boundary roads and generate additional traffic pressure in the short-term but are expected to quickly re-route their journeys further afield or otherwise change their travel behaviour.

6.39 Notwithstanding this conclusion, the HLTA points to evidence from other LTN schemes across London shows that, after 6 months, significant behaviour change takes place, mitigating the increase in demand on boundary roads. Sustrans data on 21 boundary roads indicates a mixed picture following LTN implementation. On average, daily traffic volumes on boundary roads increased by 3% compared to before the trial. In the worst case, daily traffic flow on one boundary road increased by 32%. In the best case, daily traffic flow on one boundary road saw a reduction of 31%.

6.40 The HLTA also considered the potential impact if the LTN was implemented alongside the Bruce Grove West Green LTN which the Council is also proposing. This showed that, if both schemes are implemented at the same time with Option A for St Ann’s, the impacts on West Green Road may reduce, with motor traffic reassigning onto the wider network before it reaches the St Ann’s area. Irrespectively, the implementation of the St Ann’s LTN significantly curtails north-south movement and thus makes the use of Downhills Way and Belmont Road in the Bruce Grove/West Green LTN less attractive as a peak hour travel route.

Equalities Impact Assessment (EqIA)

6.41 The EqIA (Appendix I) assessed the likely impacts of the proposed St Ann’s LTN and complementary measures on groups with protected characteristics as defined by the Equality Act 2010 as well as a number of other marginalised groups. The measures are considered to advance equalities for many protected groups, albeit with potential negative impacts for those reliant on motor vehicles for transport whose journeys may be different or take longer.

<u>What was the response to the consultation?</u>

6.42 The consultation ran for 5 weeks from 16 August 2021 to 17 September 2021. In total 1,078 people responded to the consultation – 1,007 via the online survey

and 71 via paper surveys. A copy of the survey is provided at Appendix J. There were also 28 emails received providing feedback.

6.43 A consultation report is provided at Appendix K. A summary of respondents and responses is provided below.

Respondents

6.44 69% of responses were received from people who live within the St Ann's area. 5% of responses came from participants located on one of the boundary roads.

6.45 15% of the respondents said they have a physical or mental health condition/illness.

Feedback

6.46 When asked how they felt about the Council proposing to reduce traffic within the St Ann's LTN area, 68% of respondents gave a positive response (734 people) while 25% responded negatively (266 people).

6.47 Of the two consultation options, Option A received a significantly more positive response than Option B. 62% of respondents were positive about Option A with 32% negative. 34% of respondents were positive regarding Option B and 43% were negative.

6.48 Those who expressed a positive view regarding Option A highlighted key themes behind their support as follows: reducing through traffic and speed of vehicles including outside schools; improvements to air quality; and improvements in cycling safety. The main themes in opposition were displacement of traffic to boundary roads with added journey times and increased pollution.

6.49 Of those that supported Option B, the key themes behind this were less congestion on boundary roads, lesser impact on the highway network as demonstrated by the HLTA and lesser impact on journey times. The primary theme that emerged from those who opposed Option B was that it did not achieve the proposed objectives of an LTN and retained three, heavily used, north to south corridors between West Green Road and St Ann's Road.

6.50 There was high positivity for the proposed complementary measures of crossings, School Streets and bike hangars. Proposals for School Streets were widely welcomed, even among some individuals who were not supportive of proposals for an LTN intervention in the St Ann's area.

6.51 42 responses were received to the Disabled People & Carers survey from people within the St Ann's area. 19 provided comment on the propsoals for an LTN in St Ann's. 15 of these participants (79%) expressed negative sentiment about the prospect of a St Ann's LTN. The most common themes raised by those expressing a negative view were that the St Ann's LTN would make the area inaccessible to disabled residents and to individuals, including carers, who visit them and that it would result in additional congestion and traffic and a deterioration of air quality.

Responses from emergency services

6.52 The Metropolitan Police responded stating it has no objection to the proposals. It suggested that it would like the Council to consider changing certain physical filters (i.e. hard closures) to camera enforced filters. No formal consultation response was received from the Police's Secure by Design department, however the Council met with their officers to seek their views on the proposals.

6.53 The London Fire Brigade expressed concerns about hard closures stating that an approach that does not require physical barriers would be advantageous. It said that more detail was required about layouts to ensure that it does not impede on its appliances.

6.54 The London Ambulance Service (LAS) stated that it supported measures to improve public health by reducing traffic and encouraging walking and cycling but stressed the importance of ensuring that emergency vehicle access is properly considered in all LTN schemes. The LAS indicated a preference that, where possible, hard closures (i.e. physical barriers) are avoided and soft closures (i.e. camera enforced filters) are used instead. It was also requested that any subsequent traffic management order has appropriate exemptions for ambulance, fire and police purposes. For St Ann's LTN the LAS expressed a preference for consultation option B and highlighted routes on Black Boy Lane, Cornwall Road and Avenue Road as essential to aid emergency vehicle progression through the area. Clarification was sought about the type of filters in both consultation options.

Responses from businesses

6.55 123 responses were received across the borough to the Council's Business Perception Survey. 77% of responses were from business owners/managers and 22% from employees The survey revealed that there is a wide spread of ways in which businesses carry out loading/deliveries/collections of goods. The most common response to this question was that loading/deliveries/collections of goods are carried out six days a week (19%), closely followed by seven days a week (17%). When asked about how many deliveries they received per day,

the most common response was one delivery per day (29%), followed by two deliveries by day (19%). In response to the question about what mode of transport business deliveries arrive by, the most common response was by van (38%), closely followed with by HGV/lorry (36%). After this, the third most common response by respondents was by car (22%). Respondents were then asked where they currently load their goods from, and answered this question with a spread of answers, including at the front of their shop, on a side street, and at the back of their shop.

6.56 When asked to select the top three means by which their staff currently travel to the business premises, the most common response was by car (36%), closely followed by public transport (32%). Another popular response by respondents on how they travel to the business premises was by walking (20 %). In response to the question about how customers travel to the respondents' businesses, the most common response was by walking (32%), followed by car (29 per cent), and by public transport (22%). When asked how supportive they were of efforts to improve walking and cycling infrastructure in their local area, a mixed picture emerged. Participants were asked to provide an indication of how supportive they were on a five-point Likert scale, in which 1 = not supportive at all, 5 = very supportive. The most common response respondents gave was five, (30%). After this, the most common response was three (25%), followed by one (19%).

Summary of Council response to consultation

6.57 The proposed St Ann's LTN has been developed over 10 months informed by a significant amount of engagement with local residents and other key stakeholders. In early 2021, the Council began early engagement with residents and businesses on the proposed St Ann's LTN. The most common issue raised by respondents was 'traffic speeding' followed by 'poor cycling environment', 'traffic volumes' and 'rat-running traffic'. The most common suggested improvements from respondents were 'reduce traffic volumes' followed by 'reduce traffic speeds', 'more cycle infrastructure' and 'increase traffic and speeding enforcement'. Following this, a series of LTN design proposals were developed to help address the concerns raised. Engagement was carried out on these in May 2021 via online Community Design Workshops. Public consultation was held on two options (Option A and B) as part of Engagement Stage 3.

6.58 Based on the quantitative and qualitative data received as part of the consultation, there was strong support among participants for the introduction of the St Ann's LTN. A clear preference was expressed for Option A which removes all through traffic from the area. Those who were in support of Option A wanted to see measures introduced that reduce through traffic in the area to

create a quieter and safer environment within the St Ann's with improvements to air quality and improvements in cycling safety.

6.59 It is noted, however, that support was not universal with some participants expressing strong objections to the introduction of any measures to cut through-traffic in the area, based on the perception traffic will be displaced and result in negative impacts on boundary roads and surrounding areas. The ultimate goal of the St Ann's LTN is to reduce traffic both within the St Ann's LTN and on the boundary roads of the St Ann's LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture regarding traffic reduction. Traffic volumes within the LTNs reduced substantially. Although traffic on a few boundary roads increased, after a settling in period, traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased. With regards to concerns about increased journey times, evidence suggests that traffic volumes and congestion tend to decrease across a neighbourhood when an LTN is introduced. Residents within the St Ann's LTN may need to drive slightly further to reach some destinations, but one of the aims of LTNs is to encourage residents to drive shorter journeys less frequently, and instead make short trips by walking and cycling more often. In terms of concerns about air pollution on main roads, evidence from Waltham Forest[10] has shown air quality to improve on main roads after LTNs are introduced.

Conclusion

6.60 It is not possible to predict exactly what the impacts of the proposed St Ann's LTN will be. The HLTA predicted a reduction in motorised vehicular traffic within the proposed St Ann's LTN area and a range of potential impacts (from negative/neutral to 100%+ increase) on certain parts of the boundary roads and at certain times. However, it should be noted this is only a prediction and was based on the worst-case assumption that all motorised vehicular traffic reassigns to the nearest available route and assuming the boundary roads are able to accommodate additional motorised vehicular traffic.

6.61 From a network management perspective, the HLTA suggests that the implementation of the St Ann's LTN in isolation would have a negative impact on the "expeditious movement of traffic" on the likes of Green Lanes and West Green Road. There will inevitably be a period of adjustment of traffic routes selected by motorised vehicle users that can no longer rat-run through the LTN and the adjacent potential Bruce Grove/West Green LTN. However, in reality, there is insufficient spare capacity on the likes of Green Lanes and West Green Road to accommodate the scale of increased traffic suggested by the HLTA so

[10] https://www.walthamforest.gov.uk/sites/default/files/WalthamForest_Kings%20Report_310718.pdf

traffic will divert to alternative routes, resulting in a subsequent stabilisation of traffic movements and route selection.

6.62 A separate Cabinet report has been prepared recommending the implementation of the Bruce Grove West Green LTN as part of the Council's wider LTN delivery programme. The HLTA considered the potential impact if the LTN was implemented alongside the Bruce Grove West Green LTN. This showed that, if both schemes are implemented at the same time with Option A for St Ann's, the impacts on West Green Road may reduce, with motor traffic reassigning onto the wider network before it reaches the St Ann's area. Irrespectively, the implementation of the St Ann's LTN significantly curtails north-south movement and thus makes the use of Downhills Way and Belmont Road in the Bruce Grove/West Green LTN less attractive as a peak hour travel route.

6.63 Having regard to the public support for the St Ann's LTN (Option A) and the potential for the LTN to deliver significant benefits such as reducing traffic, reduction in injury risk, reduced air pollution and increases in active travel, and taking account of the Equalities Impact Assessment, which indicates potential for net positive benefits for those with protected characteristics, it is recommended that the Option A LTN is implemented which will completely remove through traffic from the St Ann's LTN area. The recommendation is for a trial scheme which, if necessary, the Council can make changes to while it is in force to address or mitigate some of the issues arising that affects the highway network or local amenities and with a linked commitment to comprehensive monitoring to be set out in a detailed monitoring proposal document. Having regard to public support for the suggested complementary measures as well as their potential to support the Council's aims for the LTN and wider area it is also recommended to introduce the complementary measures. Monitoring will be established before the trial goes live such that there is a robust data baseline and will include ongoing monitoring of traffic (all types) and air pollution within the St Ann's LTN, on major boundary roads including outside schools and elsewhere at key locations on the borough's road network.

6.64 Having regard to consultation feedback and further dialogue with key stakeholders, limited changes are proposed to the experimental St Ann's LTN and complementary measures that are proposed to be implemented. The key change is set out below:

Table 2 Post-consultation design change to St Ann's LTN (Option A)

Key post-consultation changes	**Reason for change**

St Ann's Primary School school street to be extended to cover part of Seven Sisters Primary School with a new timed school street filter added to South Grove north of junction with Oulton Road. This additional filter is only necessary if the School Streets are approved but not the LTN filters or the school street is implemented well in advance of the LTN filters should both be approved.	To protect the narrow section of South Grove outside Seven Sisters Primary school from motor traffic which currently travels along Avenue Road where a school street filter is now proposed at the junction with St Ann's Road.
Filter on Oulton Road at junction with South Grove removed. Retain existing traffic arrangement on Oulton Road and Cissbury Road.	To simplify the scheme and make it easier for local residents to access the area.

6.65 After the consultation closed the Council met with the emergency services to discuss their responses. Clarification was provided that the filters proposed on Black Boy Lane, Cornwall Rd and Avenue Rd as part of consultation Option A would all be emergency access filters thereby allowing north south movement through the St Ann's LTN for emergency vehicles.

6.66 A plan of the experimental Bounds Green LTN, School Streets and other complementary measures proposed for implementation is provided at Appendix L.

Exemptions

6.67 Where roads are closed with a physical barrier, whether through use of planters, bollard, etc, no exemptions are possible for any motor vehicle. However, where they are signed as closed to motor traffic but not physically closed, the experimental traffic management order for the LTN will exempt all emergency vehicles and the Council's refuse services. These closures will likely be enforced by CCTV cameras.

6.68 Meeting the needs of those with access and disability needs has been an important part of the St Ann's LTN design process. Hearing the views from the community on these issues at online workshops, through the Disabled People and Carers survey and the public consultation has helped shape the design of the St Ann's LTN including the types/locations of filters and the locations of the new pedestrian crossings.

6.69 The EqIA (Appendix I) assessed the likely impacts of the proposed St Ann's LTN and complementary measures on groups with protected characteristics as defined by the Equality Act 2010 as well as a number of other marginalised groups. It found that the measures are considered to advance equalities for

many protected groups, albeit with potential negative impacts for those reliant on motor vehicles for transport whose journeys may be different or take longer

6.70 Having regard to this and feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions for the proposed St Ann's LTN. The proposed St Ann's LTN maintains accesses to all properties within the LTNs, but routes taken to a given property may need to change. The benefits of not providing exemptions to the LTN are to provide the safest possible environment for people to walk, wheel and cycle by significantly reducing motorised traffic and to reduce as far as possible congestion and air pollution. However, feedback and evidence indicated that such an approach would potentially result in negative impacts for some people some of the time who have a protected characteristic, in particular for disabled people.

6.71 On the basis of the above, and to ensure the St Ann's LTN advances equality as far as possible, it is recommended that the following will be eligible for an exemption to non-hard closure filters in the St Ann's LTN experimental scheme:

- Blue Badge holders living within the St Ann's LTN or on the immediate boundary of it
- Special Educational Needs and Disabilities (SEND) transport
- Essential Haringey Council services catering for people with a disability

6.72 This is a carefully balanced recommendation taking into consideration the reasonable adjustments that this approach will offer to Blue Badge holders and others with access and disability needs.

6.73 The exemptions will be subject to an application process and exact criteria will follow in due course.

6.74 There will also be a separate route for individuals who do not live within the LTN or on the immediate boundary of it to obtain an exemption to drive through a designated filter, through an exceptional circumstance dispensation.

6.75 The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.

6.76 Building on comprehensive engagement done so far to understand the potential impacts of the proposals on groups with protected characteristics the Council will continue to work with relevant organisations to ensure that as far as possible the St Ann's LTN advances equality. The Council will continue to engage with Transport for All whose recent report 'Pave the Way: The impact

of Low Traffic Neighbourhoods (LTNs) on disabled people, and the future of accessible Active Travel' is noted.

6.77 The Council will closely monitor the impacts of the trial St Ann's LTN, both through a comprehensive monitoring strategy and further engagement with the community and key stakeholders. Should this indicate impacts on groups with protected characteristics which need to be mitigated then the above exemptions list will be reviewed.

Updated EqIA

6.78 The Council has prepared an updated EqIA in respect of the St Ann's LTN, School Streets and other complementary measures proposed for implementation. This is provided at Appendix M. The updated EqIA found that the proposals will advance equalities for many protected groups. It notes that some car journeys may be different or take longer, and thus become less convenient as a result of the proposals with potential negative impacts for those reliant on motor vehicles for transport. A range of mitigation approaches are set out for mitigating these impacts including making certain groups and categories of transport exempt from the some of the restrictions. However, it concludes that it the overall impact of the proposal that should be considered, with many benefits to the users, including those living and working across the scheme area. In order to achieve the multiple benefits of the proposals, including contributing to local and wider London mode-shift, some car journey impact may be seen.

Implementation of St Ann's LTN & complementary measures and Engagement Stage 4: public objection period

6.79 The St Ann's LTN will be implemented via traffic management orders. These are legal documents which enable the Council, as the local traffic authority, to impose traffic and parking restrictions to manage traffic in the borough.

6.80 There are 3 types of traffic management orders:

- permanent
- experimental
- temporary

6.81 The St Ann's LTN and School Streets are proposed to be implemented via experimental traffic management orders.

6.82 Experimental traffic management orders (ETMOs) are schemes introduced as an experiment to see what its effects are and can be changed if necessary. They last up to 18 months before either being abandoned,

amended or made permanent. An ETMO can only stay in force for a maximum of 18 months while the effects are monitored and assessed. Formal objections to a subsequent order to continue the provisions of the ETMO in force indefinitely must be made in the first six months of the ETMO coming into force. If changes are made, six months are allowed for such an objection from the date those changes came into operation. A decision on whether the changes introduced will be removed or made permanent must be made within 18 months of an order coming into force.

6.83 During the period in which the ETMOs are in force, the Council can modify or suspend the operation of the ETMO if it appears essential in the interests of the expeditious, convenient and safe movement of traffic or for providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road traffic affected by the order runs.

6.84 During the period in which the ETMOs are in force, the Council will carry out **Engagement Stage 4: public objection period**. This will provide a further opportunity for the community and other stakeholders to provide feedback on the proposals. The Council will review all formal objections and feedback provided and this together with the comprehensive monitoring outlined above will inform whether any changes are necessary to the scheme while it is in force.

6.85 Notwithstanding the above, it should be noted that it will not be possible to resolve all issues which arise whilst the experimental measures are in place. In the first instance, it will be necessary for the Council to allow a 'settling-in' period for drivers to adjust their travel behaviour in response to the new highway arrangement. In the second instance, the Council will be limited in terms of what changes it can make and the scope of potential changes will likely only extend to slight adjustments to deal with minor localised issues. Lastly, it will not be possible to make immediate changes and, depending upon the nature of any changes required, these could take some time to implement. This is because any significant changes will require a revised experimental traffic management order and mean that the period of the experiment starts afresh. For this reason, it would not be prudent to consider any significant changes to the ETMO for the LTN for at least two months, given that it will take time for altered traffic behaviour and route selection to stabilise.

6.86 The decision as to whether or not to make the LTN and School Streets permanent will be subject to a separate decision by the Council.

6.87 The proposed bike hangars will be implemented by exercising powers under section 63 of the Road Traffic Regulation Act 1984.

6.88 The proposed pedestrian crossings will be implemented by exercising powers under section 23 of the Road Traffic Regulation Act 1984.

Phasing/programming and next steps

6.89 The St Ann's LTN forms part of the Council's wider LTN programme. Two separate Cabinet reports have been prepared for the December 2021 Cabinet, recommending implementation of the Bruce Grove/West Green LTN and Bounds Green LTN respectively.

6.90 The three LTNs (St Ann's, Bruce Grove/West Green and Bounds Green) are all of a significant scale. Due to their scale and the resources available to implement them, it is not possible for the Council to implement them all at the same time. It is therefore necessary for the Council to take a phased/programmed approach to their implementation.

6.91 It is also the case that the delivery of all three LTNs at once might not be desirable having regard to the potential cumulative effects of the schemes and the implications for the Council's network management duty. It is prudent for the Council to carefully phase implementation of the LTNs to provide appropriate opportunity for the network to adapt to changes in driver travel behaviour and to avoid risks to the expeditious movement of traffic.

6.92 The only LTN of the three which is time-critical is the Bounds Green LTN. The implementation of the Bounds Green LTN is required to mitigate impacts of the Bowes Primary Area Quieter Neighbourhood LTN which has already been implemented within the London Borough of Enfield and is having negative impacts within the proposed Bounds Green LTN area. Taking account of the above, and the need to introduce the scheme to address existing harms with the borough, the Bounds Green LTN is programmed to be the first LTN delivered (estimated from early 2022).

6.93 With the funding that is currently available, it is proposed to progress the complementary measures for each of the 3 LTNs at the same time as the Bounds Green LTN. Once these have been implemented, the Council would then progress to implementing the St Ann's LTN and Bruce Grove West Green LTNs. The benefits of this programming are that it will allow a period for the highway network to adapt after the Bounds Green LTN is implemented and the introduction of the complementary measures relating to the St Ann's LTN and Bruce Grove West Green LTN take effect. The provision of the complementary measures in the latter two LTNs will not only enhance safety but begin to encourage modal shift ahead of the LTNs' implementation and the imposition of traffic restrictions for motorised vehicles. This programming will also enable the Council to take account of the emerging outputs of the Green Lanes Traffic

and Transport Study which will help determine whether any additional complementary measures are required ahead of the implementation of the LTN to mitigate the impact of the St Ann's LTN on Green Lanes and its environs.

6.94 In the interim period until implementation, the Council will undertake any further notification / consultation with local residents as deemed necessary.

6.95 Due to the significant scale of the St Ann's LTN itself, it will not be possible to implement all elements at one time. The filters which make up the LTN will therefore be implemented on a phased basis over a period of approximately one month. This process will be closely managed to ensure the effective operation of the highway network at all times.

6.96 The next steps for the St Ann's LTN and complementary measures are as follows:

December 2021: Update

- The Council will notify all previously consulted residents and businesses on the outcome of the consultation.

Spring 2022: Implementation of complementary measures a

- Cycle hangars and new crossings implemented as permanent measures
- School Streets implemented as trial changes under an experimental traffic management order
- Start of 6 months' statutory objection period for School Streets (Engagement Stage 4)

Spring/Summer 2022: Trial implementation of LTN

- Implementation of LTN filters
- Start of 6 months' statutory objection period for LTN (Engagement Stage 4)

Autumn 2021 – Winter 2022: Monitoring

- Ongoing monitoring of traffic volumes and speed, air quality, cycle volumes, traffic collisions.

Winter 2022: Review

- Review of feedback and monitoring data to consider whether to make the trial changes permanent.

Spring 2023: Decision

- Decision on whether to make the trial changes permanent.

Spring 2023: Update

- The Council will notify all residents on the outcome of the decision and the next steps.

7 Contribution to strategic outcomes

7.1 The proposal to introduce the St Ann's LTN experimental scheme and complementary measures will support the 'Place' Priority of the Borough Plan 2019-23 including specific objectives to:

- increase the levels of physical activity across the borough
- improve air quality, especially around schools
- reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
- provide safe and accessible roads, pavements and other public spaces for everyone, especially vulnerable users
- improve connectivity around the borough especially for pedestrians and cyclists

7.2 In addition, the scheme will support the delivery of key Council strategies including the Transport Strategy, Climate Emergency Action Plan, Air Quality Action Plan, School Streets Plan and emerging Walking and Cycling Action Plan as summarised in Appendix A.

8 Statutory Officers' comments (

Finance

8.1 The report requests Cabinet to approve the recommendation as set out in Section 3 of this report. TfL have allocated £1.793m for three LTN Schemes, including for Schools Streets, cycle hangars and transport modelling. The funding of this St Ann's LTN is set out as below

8.2 The estimated costs of delivering the St Ann's LTN exceed the available external funding and currently identified internal funding. The cost estimate for implementation may change once detailed design has been undertaken but, in any event, additional funding will need to be found to address the funding gap before the project can proceed.

8.3 As set out below, the St Ann's LTN is not proposed to be implemented until the 2022/23 financial year. The Council will seek to obtain further external funding towards the St Ann's LTN before the point of implementation. Having regard to the above, confirmation of funding for the St Ann's LTN will be subject to a future decision to be made regarding the 2022/23 financial year.

8.4 It is estimated that the School Streets can be delivered within the available external funding. The bike hangars will be delivered using available external funding plus a contribution from the £5.1m Haringey Strategic Community Infrastructure Levy (CIL) allocation towards Streetspace Plan Projects for

walking and cycling (approved by Cabinet on 8 December 2020) as part of the Council's Capital Programme. There is no external funding available for the proposed crossings so these are to be funded via the same CIL allocation.

Item for delivery	Estimated cost	Available funding	Funding status
St Ann's LTN	£376k	£302k Tranche 2 DfT Funding	Part funded
School Streets	£201k	£184k Tranche 3 TfL funding plus underspend from same Tranche for other School Streets	Fully funded
Bike hangars	£36k	£24k Tranche 3 TfL Funding + Strategic CIL	Fully funded
Crossings	£70k	Strategic CIL	Fully funded

8.5 Where restrictions introduced by experimental traffic management orders are breached, the Council can enforce against such breaches (usually in the form of fixed penalty notices issued by enforcement cameras). The purpose of LTNs is not to generate income for the Council and all fines received and costs incurred will be used by the Council, in accordance with the requirements of Schedule 2 to the Local Authorities and Transport for London Act 2003.

Procurement

8.6 N/A

Legal

8.7 The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council's highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

8.8 Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty including, in particular, the stated action and which may involve the exercise of the stated power.

8.9 Section 6 of the Road Traffic Regulation Act 1984 ("RTRA") allows for the making of permanent traffic orders restricting or prohibiting use of a road or part of one by particular types of vehicles or pedestrians, referred to as traffic management orders ("TMO"); sections 9-10 provide for the making of

experimental traffic orders (“ETOs”), which may not last longer than 18 months and may be continued from time to time during the period of up to 18 months from the date the order first came into force.

8.10 When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable having regard to the matters specified in subsection (2) secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

8.11 The “matters specified” in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and (5) any other matters appearing to the …. local authority to be relevant”.

8.12 Section 122 of the RTRA involves a balancing exercise that has involved the Council’s officers having in mind the section 122(1) duty, having regard to factors pointing in favour of imposing a restriction on that movement (as discussed in this report), balancing the various considerations and coming to the conclusion that the recommendations in this report represent the appropriate outcome. The factors which have pointed in favour of imposing a restriction on that movement have included the objective of reducing pollution and carbon emissions, improving health outcomes, reducing collisions and reclaiming neighbourhood streets for pedestrians.

8.13 The procedures that must be followed before making a traffic regulation order are set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the “1996 Regulations”). Under regulation 6, various bodies such as affected transport providers and the local fire brigade must be consulted.

8.14 There is no requirement to consult the general public before an ETO is made like there is for a TMO, but where the ETO may affect passage along any road the Council must consult such other organisations (if any) representing persons likely to be affected by any provision in the order as the order making authority thinks it appropriate to consult.

8.15 An ETO must be genuinely experimental in nature - an operation designed to glean information about the workings of a scheme in practice.

8.16 Although there is no statutory requirement to consult the general public before making an ETO to implement this LTN, the Council's aspirations to make the Borough a healthier place to live, work and rest and safer for school children walking and cycling to school are dependent on community support and involvement, which engaging with people affected by these proposals will help achieve.

8.17 A consultation will not be lawful unless it is (1) undertaken at a time when proposals are still at a formative stage; (2) sufficient reasons are given for any proposal to enable people who are interested in the same to consider the proposals and make representations; (3) adequate time has been given for such consideration and response; and (4) all representations have been conscientiously taken into account when finalising the proposals.

8.18 From the information within this report it appears that the Council has informed every household and business in the relevant area(s) of the proposals regarding the LTN and given households/businesses [five] weeks within which to provide responses. The responses received have been analysed and regard had to the same when considering which of the proposed changes to proceed with.

8.19 The exercise of the power contained in section 63 of the RTRA to provide parking places for securing bicycles and to restrict the use of part of a road so that bike hangars can be installed without prior notification or the need for a traffic order for example and section 9 to make ETOs is an executive function which can be exercised by Cabinet in accordance with the Council's Constitution.

8.20 The exercise of the power contained in section 23 of the RTRA to provide pedestrian crossings without the need for a traffic order can be exercised by Cabinet in accordance with the Council's Constitution.

Equality

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

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

- Foster good relations between people who share those characteristics and people who do not.

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

8.23 The proposed scheme has been assessed via a comprehensive Equalities Impact Assessment (Appendix M). A summary of the assessment is provided below:

Characteristic	**Assessment summary**
Age	School Streets will create positive impacts for children in terms of improved safety and encouraging active travel. Reduced air pollution would contribute towards improved health outcomes for all ages but particularly younger and older people who are more vulnerable to poor air quality. An LTN would provide a safer environment for older people, particularly those with early dementia or Alzeimher's. Elderly people may have increased GP and hospital appointments or need to travel by motor vehicle more due to mobility issues. The proposed schemes may potentially alter their journey times but access to St Ann's Hospital and surrounding surgeries are still easily accessible.
Disability	The scheme may initially impact residents with certain impairments or disabilities. Adapting to changes in their environment can present challenges and require time to adapt. Although they are likely to benefit from decreased traffic flows as they are less likely to drive, safer environment and better air quality, the initial change could be confusing.. Those with disabilities may have increased GP and hospital appointments and are more likely to have mobility issues that require motor vehicle transportation. The LTN scheme could indirectly discriminate this group as their journeys routes and duration may be altered. and the proposals. It may also negatively impact on those who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services. Concerns noted from consultation regarding higher fares and longer delays for taxis.

	Reduction or elimination of through-traffic is likely to reduce conflict between different road users on the whole. Disabled people would benefit from better air quality resulting from the scheme. Safer environment would also encourage them to walk or cycle more and enable them to be more mobile and less reliant on a motor vehicle if they are able to. Proposed mitigations noted for disabled people by making the following eligible for an exemption to non-hard closure filters in the LTN experimental scheme: • Blue Badge holders living within the Bounds Green LTN or on the immediate boundary of it • Special Educational Needs transport • Essential Haringey Council services catering for people with a disability
Sex	Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, improvements in safety and convenience to these networks will improve their access to public transport Fewer women than men report being able to ride a bike. Increasing residents' access to favourable cycling conditions is likely to benefit women. Women are more likely to take children to and from educational and recreational facilities and be carers. Those who can walk to local schools would benefit from a safer local environment. Women who rely on a car as transportation to school or to provide care may have their journeys altered which could create negative impacts. Overall, the air quality, health and mode shift benefits are considered to outweigh the inconvenience caused by longer vehicle journeys to this protected characteristic.
Gender reassignment	No clear evidence or data to expect the proposals will impact on this group
Marriage and civil partnership	No clear evidence or data to expect the proposals will impact on this group
Religion or belief	Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and attend a local place of worship. The schemes are likely to increase or alter some journey times for some worshippers who normally drive to their place of worship. All worshippers would still be able to continue to access their respective destination. Overall, the air quality, health and mode shift benefits are

	considered to outweigh the inconvenience caused by longer vehicle journeys for this protected characteristic.
Race	Deprived and ethnically diverse neighbourhoods have worse air pollution levels. Tackling air quality would contribute to increasing health outcomes in this protected group
Sexual orientation	No clear evidence or data to expect the proposals will impact on this group
Pregnancy and maternity	There are many parents who walk or cycle with their children. These parents will benefit from the proposals via a safer environment. Where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Improvements in air quality are likely to benefit infants and children who are more vulnerable to breathing in polluted air than adults. Should journey times substantially increase due to the proposals this could negatively impact on parents or those who are pregnant, or who have infants and/or young children and find it more difficult to walk or cycle, and therefore may prefer the use of door-to-door transport services. Expectant mothers and mothers who have recently given birth may also have increased numbers of medical appointments that they prefer to make using a vehicle. Overall, the air quality, health and mode shift benefits should be considered against the inconvenience caused by longer vehicle journeys to this protected characteristic.

8.22 Over the period in which the proposals for the LTN and complementary measures have been developed a variety of measures have been taken to ensure that the Public Sector Equality Duty has been met including an iterative EqIA. The Council has engaged extensively with stakeholders to ensure that the potential impacts of the emerging proposals on groups with protected characteristics are fully understood. Where potential negative impacts have been identified, steps have been taken to mitigate these and to ensure that as far as possible the proposals advance equality. Input of stakeholders fed into early design work and following further engagement and public consultation changes have been made to the emerging proposals to address potential impacts including development of various exemptions to the proposed LTN restrictions. As it is not possible to predict exactly what the impacts of the proposals will be it is proposed they are implemented as a trial. There will be

comprehensive monitoring of the impacts to ensure that these are fully understood and there will be continuing engagement with residents and stakeholders for the same purpose. As the scheme is a trial there will be scope for the Council to deliver further mitigations if required to address any impacts on protected groups.

9 Appendices

Appendix A: Strategic context
Appendix B: Haringey Streetspace Plan
Appendix C: St Ann's LTN funding bid
Appendix D: St Ann's LTN Communications and Engagement Plan
Appendix E: Engagement Stage 1 Commonplace report
Appendix F: Written responses following Engagement Stage 1 online meetings
Appendix G: Engagement Stage 3 consultation leaflet
Appendix H: Engagement Stage 3 High Level Transport Assessment
Appendix I: Engagement Stage 3 Equality Impact Assessment
Appendix J: Consultation survey
Appendix K: Engagement Stage 3 Consultation Report
Appendix L: Plan of experimental LTN scheme and complementary measures proposed for implementation
Appendix M: Updated EQIA

10 Local Government (Access to Information) Act 1985

None

Strategic Context

The **Borough Plan**, adopted in 2018, sets out the Council's priorities for the borough. The Place Priory is 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. Specific objectives under the Place Priority include to:

- increase the levels of physical activity across the borough
- improve air quality, especially around schools
- reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
- provide safe and accessible roads, pavements and other public spaces for everyone, especially vulnerable users
- improve connectivity around the borough especially for pedestrians and cyclists

The Borough Plan places a significant focus on making Haringey a better and more equal borough with the objective to narrow the gap in outcomes for different residents and tackle the barriers that disproportionately affect the independence, health and wellbeing of some residents.

One thing which is central to the success and prosperity of the borough's residents and local businesses is Transport. Everyone, whether a bus passenger or a pedestrian, cyclist, motorcyclist, motorist, or rail user engages with Haringey's transport infrastructure every day. Making the best use of our existing assets and spending money wisely to improve sustainability, safety, ease of movement and usage is one of the important roles for the Council.

In 2018 the council adopted its first **Transport Strategy** which contains the vision: "to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all." This vision will be achieved through four outcomes:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions
- Active travel the default choice, with more people choosing to travel by walking or cycling
- An improved air quality and a reduction in carbon emissions from transport
- A well maintained road network that is less congested and safer

In March 2019, the 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. In 2021 the council adopted its **Climate**

Change Action Plan which sets out a roadmap for how the borough will become net zero-carbon by 2041. One of the six areas of focus identified in the Action Plan for reducing carbon emissions is transport. It notes that transport is the third largest source of emissions in the borough and contains an objective to reduce emissions related to road transportation by 50% by 2025, by growing public and active travel options, low-carbon transport options and infrastructure. It notes that private transport, in particular, is associated with poor air quality, noise, social isolation, and health issues within the borough.

In November 2019 the Council approved an **Air Quality Action Plan** outlining the actions the Council will take to improve air quality in the borough to 2024. It highlights that air pollution is a major issue with serious impacts on the health of the borough's communities. It notes air pollution is associated with several adverse health impacts including as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are often less affluent areas. The Action Plan notes road transport is the main source of air pollution in London and seeks to incentivise a change to cleaner transport including walking and cycling.

In February 2021 the Council approved a Draft Walking and Cycling Plan (WCAP) for public consultation. This introduces a hierarchy of modes to help deliver Haringey's sustainable transport future. To make streets safer for walking and cycling in Haringey, the following modal priority is included:

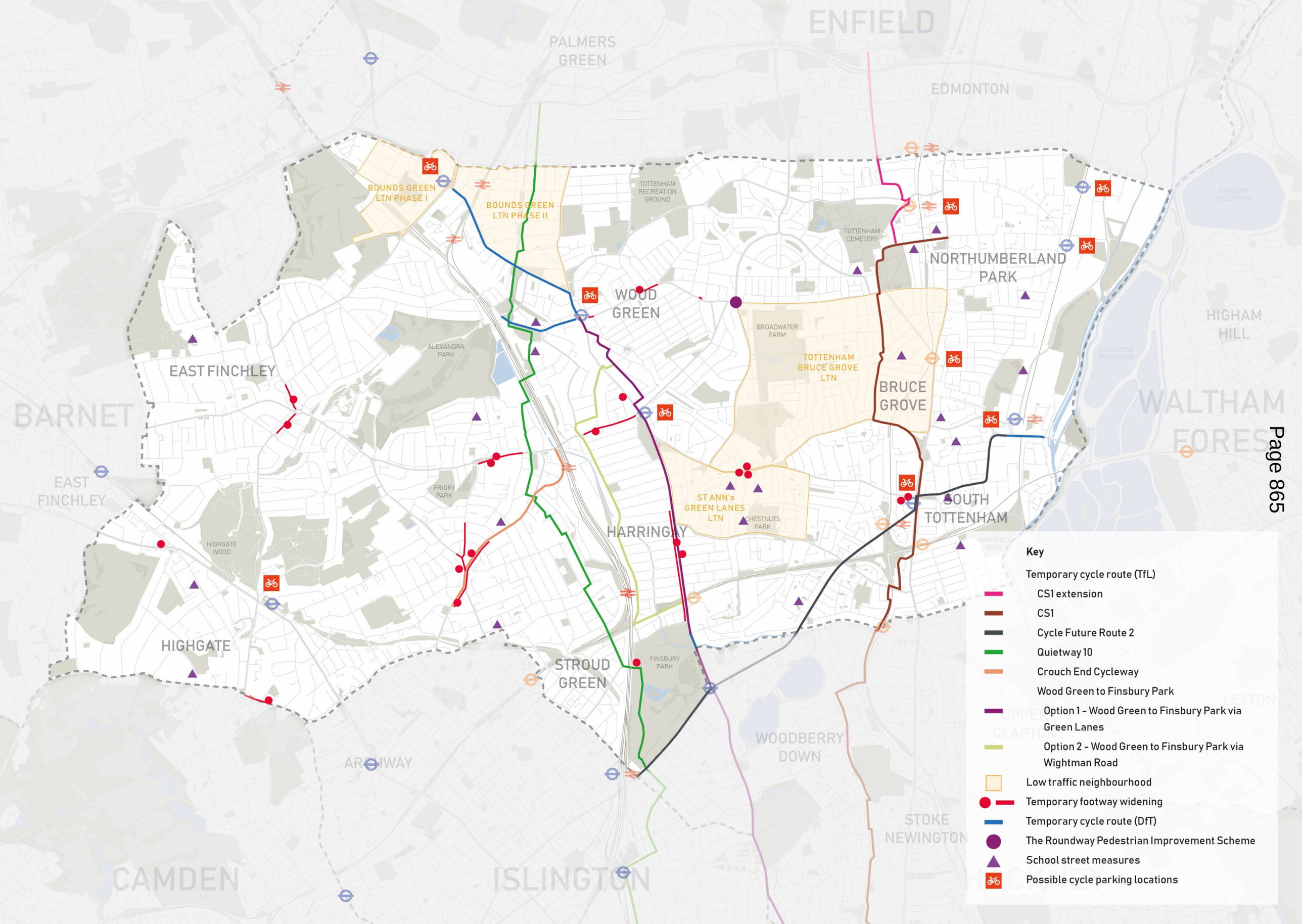
a) Pavement users
b) Cycling
c) Public Transport
d) Electric Vehicles
e) Motor Vehicles

The development of the draft WCAP came at an important moment as it coincided with the onset of the Covid-19 pandemic. Lockdown measures led to a dramatic shift in the way lots of residents use and look at Haringey's local street networks whilst the public transport system was unable to operate at full capacity.

The draft WCAP sets out a range of schemes that will form the basis of an emerging high-quality network in Haringey making walking and cycling natural choices including School Streets and Low Traffic Neighbourhoods. In November 2020 the Council adopted a School Streets Plan setting out how it will deliver School Street schemes across the borough. A School Street is where the street outside of the entrance to a school is closed to motor vehicles

at the start and the end of the school day, creating safe public space for safer walking and cycling.

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ENFIELD
PALMERS GREEN
EDMONTON
BOUNDS GREEN LTN PHASE I
BOUNDS GREEN LTN PHASE II
TOTTENHAM RECREATION GROUND
TOTTENHAM CEMETERY
NORTHUMBERLAND PARK
BANBURY RESERVOIR
WOOD GREEN
BROADWATER FARM
TOTTENHAM BRUCE GROVE LTN
BRUCE GROVE
HIGHAM HILL
LOCKWOOD RESERVOIR
ALEXANDRA PARK
EAST FINCHLEY
BARNET
WALTHAM FOREST
PRIORY PARK
ST ANN's GREEN LANES LTN
CHESTNUTS PARK
SOUTH TOTTENHAM
MARKFIELD PARK
HIGHGATE WOOD
HARRINGAY
HIGHGATE
FINSBURY PARK
STROUD GREEN
LEYTON
UPPER CLAPTON
WOODBERRY DOWN
ARCHWAY
STOKE NEWINGTON
CAMDEN
ISLINGTON
Key
Temporary cycle route (TfL)
CS1 extension
CS1
Cycle Future Route 2
Quietway 10
Crouch End Cycleway
Wood Green to Finsbury Park
Option 1 - Wood Green to Finsbury Park via Green Lanes
Option 2 - Wood Green to Finsbury Park via Wightman Road
Low traffic neighbourhood
Temporary footway widening
Temporary cycle route (DfT)
The Roundway Pedestrian Improvement Scheme
School street measures
Possible cycle parking locations

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INSTRUCTIONS ON HOW TO SUBMIT YOUR APPLICATION

The Streetspace for London Programme invites boroughs to submit applications to bid for funding. The funding is being made available to boroughs to deliver schemes in line with the DfT EATF letter.

This application form consists of:
Tab 1: Instructions on how to submit your application (this tab)
Tab 2: Guidance on the four scheme categories under the London Streetspace Program (checklists and links)
Tab 3: Applicant details
Tab 4: Proforma template for a scheme (copy to create other tabs for additional schemes in this bid) **Important note: If you apply for several schemes please fill one per tab per scheme by copying the *Proforma template* tab as necessary. For example if you apply for two School Streets (SS), you will have**
Tab 5: Other supporting details (seeking information on borough priorities, inter-scheme dependencies and other

Please fill in Parts 1, 2 and 3 in the proforma
Structure of the Proforma:
Part 1: **Introduction**: Information on Name of scheme, Category of scheme and Funding details
Part 2: **Location**: Seeking information on the location of the scheme in relation to the surrounding context. Instructions on how to submit a location map given below
Part 3: **Details:** Consideration of traffic impacts, inclusive design, monitoring and consultation

Please return the completed form to: LSPApplications@tfl.gov.uk

INSTRUCTIONS ON HOW TO PROVIDE A LOCATION MAP (for part 2 A&B of the proforma)

An important criteria we will use to assess your bid is the location chosen for the temporary scheme. Indicating clearly the **location within its context is key**
You can provide a location map for each scheme by attaching a PDF as an appendix to the proforma or by using the simple tools provided below to illustrate your scheme. Either way, it is important to: - Choose an appropriate zoom level / scale to show how your scheme fits into its surrounding context - Provide a key and annotations to explain your map

TOOLS FOR MAKING A LOCATION MAP IN EXCEL
Take a screenshot and paste **a location map** (from a source of your choice) showing the location of your scheme.
Make sure to **show only one scheme in the map** related to the category you apply for **(LTN/ SCR/ SS)**
Use the icons provided in the KEY below to indicate the scheme and other important features. The icons which are lines and shapes in the key below are **editable to suit your requirements.**
You can also make your own icons using 'INSERT => SHAPES' in the toolbar. Remember to **name your icons in the key** and **use the labels** to indicate nearby landmarks.
Don't forget to group the map, icons and labels in the end to avoid any errors. Please delete all the icons not applicable to your scheme.
Following the map, the proforma allows you to also describe the location and scheme in a few words

The map below is indicative only, and illustrates how you can use the icons and labels to submit a suitable location map for each scheme.



KEY (use/ edit these icons)	
	School (include name on map)
	Filters
	School Street
	Low traffic neighbourhood (LTN)
	Strategic Cycle route (use arrows to indicate direction)
	Stations
	Bus stop
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more

G1 : GUIDANCE FOR SCHOOL STREETS

School Streets Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities, are there other schools nearby, etc)
- Existing initiatives that your proposal could tie into
- Type of buildings and activities facing the street
- Type and size of school
- Space available for waiting outside the school gates
- Width and condition of paths / pavements / routes to the school's entrance (email LSPapplications@tfl.gov.uk for a bespoke map showing footway widths and schools in your borough)
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Traffic levels
- Alternative routes for traffic and buses
- Type of signage
- Consider using multifunctional objects that would have additional benefits (example planters) to signal the timed closures

Click here for TfL's GUIDANCE ON SCHOOL STREETS

G2 : GUIDANCE FOR TOWN CENTRES AND INTERCHANGES

Town Centres and Interchanges Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Opportunity to rationalise loading and parking to make space for pedestrians
- Sufficient space available for queuing and passing by outside shops on the highstreet and outside the stations
- Sufficient space available for waiting at bus stops and passing by
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Key pedestrian movement corridors and desire lines
- Identifying locations where temporary wayfinding may be necessary
- Consider using multifunctional objects that would have additional benefits to enforce changes where appropriate

Click here for TfL's GUIDANCE ON TOWN CENTRES AND INTERCHANGES

G3 : GUIDANCE FOR LOW TRAFFIC NEIGHBOURHOODS

Low Traffic Neighbourhoods Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Consider other schemes that may be within or adjacent your LTN such as SS, TC & SCR
- Opportunity to rationalise street parking to make space for pedestrians and cyclists
- Opportunity for carving out for places to sit, pocket parks and play areas, etc
- Enhancing the streets with temporary or semi-permanent greening and Sustainable Urban Drainage Systems (SUDS)
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- Consider the requirements for servicing and emergency access
- Consider using multifunctional objects with additional benefits (bike stand / seating / planters) to

Click here for TfL's GUIDANCE ON LOW TRAFFIC NEIGHBOURHOODS

Click here for TfL's STRATEGIC NEIGHBOURHOODS ANALYSIS

G4 : GUIDANCE FOR STRATEGIC CYCLE ROUTES

Strategic Cycle Routes Checklist

This checklist outlines quickly what you should consider for your proposal. For the full guidance please follow the link below

- Local context (constraints and opportunities)
- Existing initiatives that your proposal could tie into
- Interaction with other street uses (e.g. loading, parking, bus stops)
- Width and condition of footway / existing cycle routes
- Safety, directness, comfort, adaptability and attractiveness
- Opportunity for decluttering the pavement to free up space
- Equality, accessibility and inclusion
- At least 3m wide routes for comfortable two-way cycling
- Provision of sufficient cycle parking along the route

Click here for TfL's GUIDANCE ON ANALYSIS ON TEMPORARY STRATEGIC CYCLE

Click here for TfL's GUIDANCE ON ENABLING AND PROMOTING ACCESS TO PEDAL CYCLES

Click here for TfL's GUIDANCE ON CYCLE PARKING

Date	24/07/20
Name of Borough	*Haringey*
Officer Name	Neil Goldberg / Maurice Richards
Officer contact details	neil.goldberg@haringey.gov.uk / maurice.richards@haringey.gov.uk
Number of schemes in this bid	1

STREETSPACE FOR LONDON PROFORMA

PART 1: INTRODUCTION

Name of scheme	St Ann's / Green Lanes LTN
What category does your scheme fall under? (pick from the drop down)	Low Traffic Neighbourhood (LTN)
If other, specify	
Is this scheme permanent or temporary?	Temporary scheme
Provide easting and northing coordinates for the locations to best represent the scheme. For Strategic Cycle Routes, identify the start and end points and for School Streets and LTNs identify the location of modal filters and temporary closures. Use this link to identify Easting and Northing coordinates: https://gridreferencefinder.com/	St Ann's (532252, 188925), Hermitage Road (532641, 188367)
Amount of funding requested: Clearly describe costs for the individual scheme /location, with the breakdown (e.g. no grouping of design and PM fees for multiple LTNs).	
- Design and PM fees	£60,312.50
- Implementation costs	£231,250.00
- Monitoring costs	£10,000.00
Total	£301,562.50
Borough funding contribution (if applicable)	£0.00

PART 2: LOCATION

2A. Provide a location map of the scheme in relation to its surrounding context.

INSERT A LOCATION MAP WITHIN THIS BOX
OR
ATTACH A PDF AS AN APPENDIX TO YOU BID APPLICATION

Refer to the Instructions Tab for creating the location map for this box

KEY	
	School (include name on map)
	Filters
	School Street
	Low traffic neighbourhood
	Strategic Cycle Route (use arrows to indicate direction)
	Stations
	Bus stops
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more
	Add more

USE THIS LABEL

2B. Describe the location of the temporary scheme. Provide road names, landmarks and any other detail

A map showing the location of the LTN is

PART 3: DETAILS

Summary of proposals and how this aligns with Streetspace for London objectives (max 300 words)

A Low Traffic Neighbourhood (LTN) for the St Ann's area of the borough is proposed. This area of the borough suffers from significant problems of rat running, high levels of congestion and low air quality. There are 5 primary and secondary schools in the area who disproportionately suffer consequences from these problems.
It is proposed to protect the area from the existing, and future, levels of motor traffic through the introduction of an LTN. The LTN will focus on measures to reduce the amount of non-local motor traffic that travels through the area and school streets operating in the area before and after school.
The scheme is resident led with many of the ideas and issues identified by the local community through the Healthy Streets St Ann's group. This now also includes residents' views provided on the Council's Streetspace on-line engagement platform hosted on Commonplace. This proposal complements the LSP bid submitted to TfL for a cycle route between Wood Green and Finsbury Park/Manor House.

Constraints and opportunities

.The LTN will reduce vehicle movements in residential areas, improve air quality and reduce the barriers to cycling. We will address any objections to modal filtering and parking loss through the designs.

Programme information and timelines:

Design start date : Autumn 2020
Design end date : Autumn 2020
Construction start date : Winter 2020

Construction end date : Winter 2020

Other information on the programme:

No further information

Impacts on traffic signals

It is not anticipated that there will be any impacts on traffic signals

Impacts to bus assets or operations

It is anticipated that there will be improvements to bus operations through the low traffic neighbourhood area as vehicular traffic is removed. Bus priority measures will be designed into the LTN to ensure all bus routes are not affected. This includes the 67 and 341 bus routes.

Impact on freight (servicing and delivery)

Any impacts will be minimised through discussions with local businesses during the design development and implementation

Connections to strategic cycle routes

Connected to the proposed LSP bid for a cycleway between Wood Green and Finsbury Park.

Known potential impacts on people with protected characteristics

The LTN will provide the opportunity for those who want to cycle and walk in an improved environment, providing spaces for exercise, improving mental health and positively impact on air quality by reducing car trips. This will have a positive impact on protected groups who may be less likely to have access to a car or more likely to be vulnerable to health conditions

Monitoring strategy

Pre-scheme Automatic Traffic Counts, post scheme proposed Automatic Traffic Counts and Pedestrian/Cycle counts

Details of any existing / planned community engagement / business engagement

Based upon ideas generated by community groups such as St Ann's Living Streets and Haringey Cycling Campaign. A Commonplace consultation was undertaken to help generate ideas for LTNs across the whole of Haringey. Further engagement using the Experimental Traffic Order process and discussions with stakeholders, businesses and residents during the design development and implementation

Evidence of political support

Prior to submitting this bid, the Cabinet Members supported the proposal for an LTN in this area. At least one of the local ward Councillors has recently supported the community's proposals for a low traffic neighbourhood in the area.

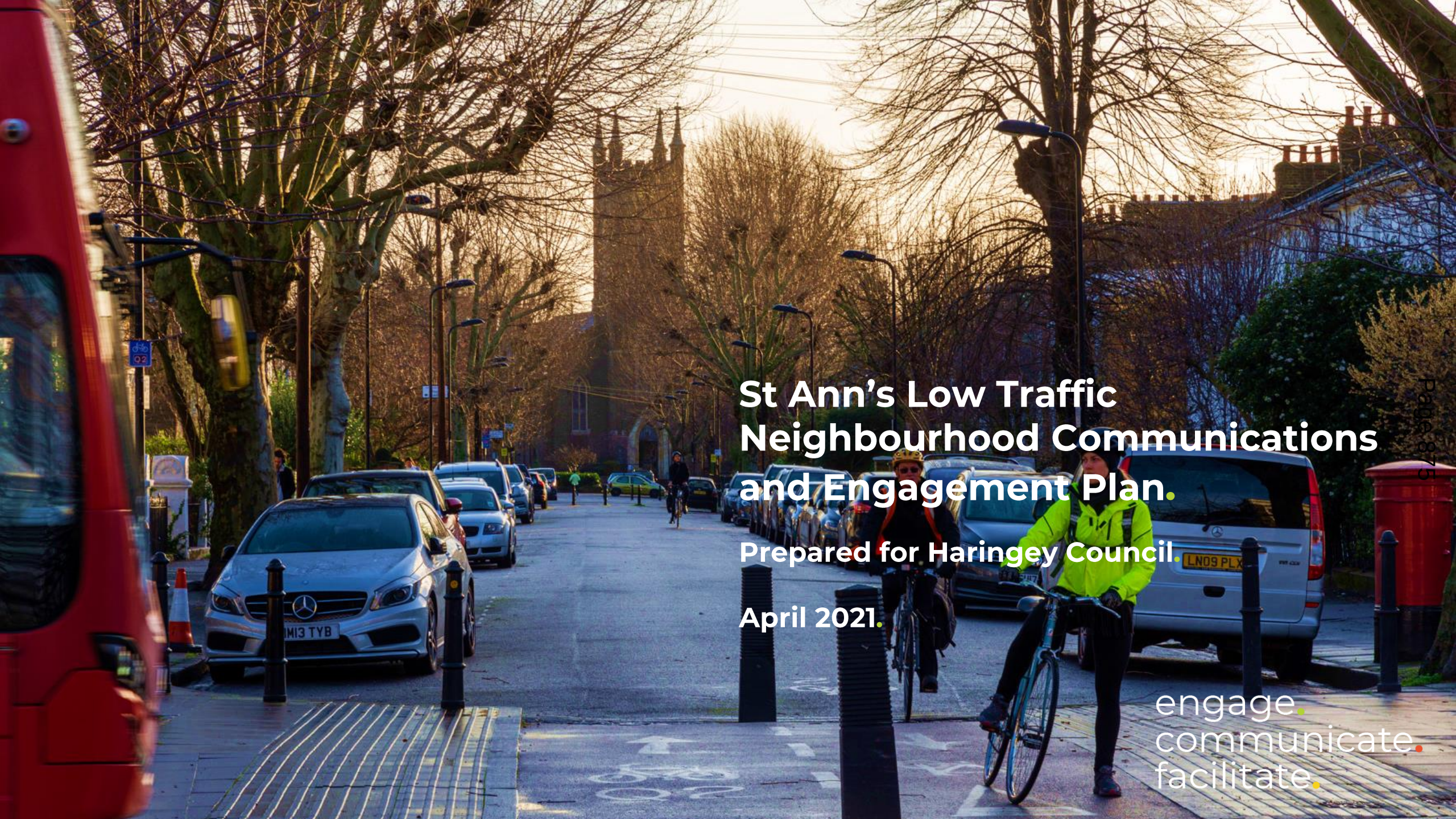
Thank you for completing the Streetspace for London Proforma

Borough Priorities
LTNs are supported in Haringey's adopted Transport Strategy as a means to reduce rat running, improving air quality and enable people to walk, cycle and use public transport.

Interdependencies with other ongoing/planned schemes
None

Any further supporting details
A map showing the LTN area is attached.

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St Ann's Low Traffic Neighbourhood Communications and Engagement Plan.

Prepared for Haringey Council.

April 2021.

engage.
communicate.
facilitate.

Contents

- Background.....3
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- Engagement Tools.....5
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- Displays.....14
- Personnel.....15
- Next Steps.....16

1.1 Background

- This Communications and Engagement Strategy has been developed to support proposals for a Low Traffic Neighbourhood (LTN) in St Ann's, London Borough of Haringey (LB Haringey).
- This strategy has been produced following feedback that has been gathered by LB Haringey using the Commonplace platform. Several hundred comments have been submitted by residents using this channel.
- In light of this level of engagement, the strategy sets out a series of planned communication and engagement activities to be delivered through the consultation phase of the project.

1.2 Objectives

- In line with LB Haringey's wider objectives, delivered through it's LTN programme, this strategy is based on the following key objectives:
    - To coordinate activity internally, so communications and engagement activity is delivered in a coherent and structured manner.
    - To ensure relevant stakeholders are identified, in line with the Council's commitments under the equalities legislation and communicated with, in a targeted and tailored manner.
    - Informing the wider public about the St Ann's LTN proposals and providing multiple opportunities, and channels, through which to give feedback.
- At the end of the communications and engagement process, the success of the programme will be measured against these three objectives.

1.3 Project Management

- A weekly meeting will be held with a single point of contact from NRP, ECF and Haringey Council.
- Delivery of the activity associated with this strategy will be led by Haringey Council, with support provided by ECF and NRP.
- A weekly tracker document will be issued each week to keep track of progress and upcoming milestones. This will be shared with the Bounds Green LTN and Bruce Grove LTN teams.

2. Engagement Principles

Overview

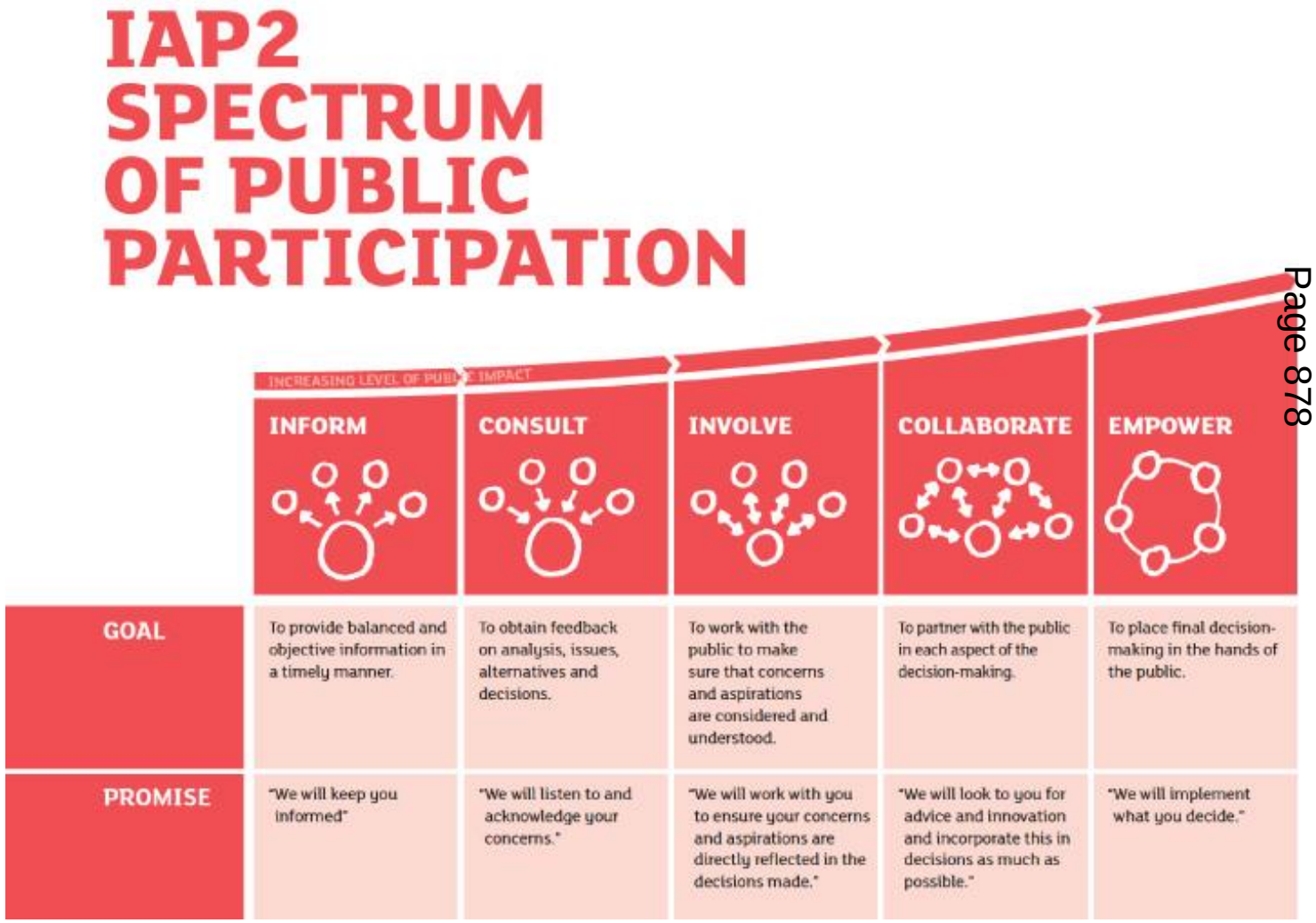
ECF uses the International Association of Public Participation's (IAP2) *Spectrum of Public Participation* as a guide when creating an engagement programme. The *Spectrum of Public Participation* suggests that the expectation and goals, of an engagement programme, should be clearly outlined.

Given the scope of engagement, and the objectives described preciously, the programme fits into the "Involve" category in which the following elements are present:

- Goal: "To work with the public to make sure that concerns and aspirations are considered and understood."
- Promise: "We will work with you to ensure your concerns and aspirations are directly reflected in the decisions made."

In order to achieve this, the project team will need to undertake an extensive period of stakeholder engagement with those identified in this strategy, and provide residents and businesses with multiple opportunities, and multiple channels through which to provide their feedback to the team.

The Engagement Report will outline how the project team delivers on both the goal and the promise that is made.



3 Communications and Engagement Tools

- This Communications and Engagement Strategy has been developed to support proposals for a Low Traffic Neighbourhood (LTN) in St Ann's, London Borough of Haringey (LB Haringey).

- This strategy has been produced following feedback that has been gathered by LB Haringey using the Commonplace platform. Several hundred comments have been submitted by residents using this channel.

- In light of this level of engagement, the strategy sets out a series of planned communication and engagement activities to be delivered through to the implementation phase of the project.

Communications

- Several communication channels exist to support this project which will be utilised throughout the LTN campaign. These include:
  - Haringey Council Corporate Website and Social Media Accounts
  - Council newsletters and mailing lists
  - Commonplace platform
  - Local media and blogs

- In addition, the following communications collateral will need to be produced to support the project:
  - Newsletter/maildrop for local residents
  - Letters/emails to stakeholders
  - Project poster
  - Information boards
  - Digital and physical map of proposed interventions
  - Technical briefing documentation
  - FAQ documents
  - Social media content

- To support all of this material, a project plan and key messaging document will be produced and signed off by LBH officers. Key messaging will be refreshed over the course of the project period, as issues evolve.

Engagement

- Several engagement tools will be used as part of the process. This includes:
  - Physical pop-up events at key areas within St Ann's
  - Stakeholder meetings, including with ward councillors
  - Webinar sessions with participative element
  - Commonplace platform, utilising the mapping and survey functions
  - Bespoke business survey
  - Email account, phone number and postal address for the receiving feedback from residents groups.
  - Display at St Ann's Library or another publicly accessible place.

- Taken together, these tools will provide residents with multiple opportunities to provide feedback on evolving proposals for the St Ann's LTN.

- This plan focuses primarily on activity up to the end of the engagement phase in 2 June 2021.

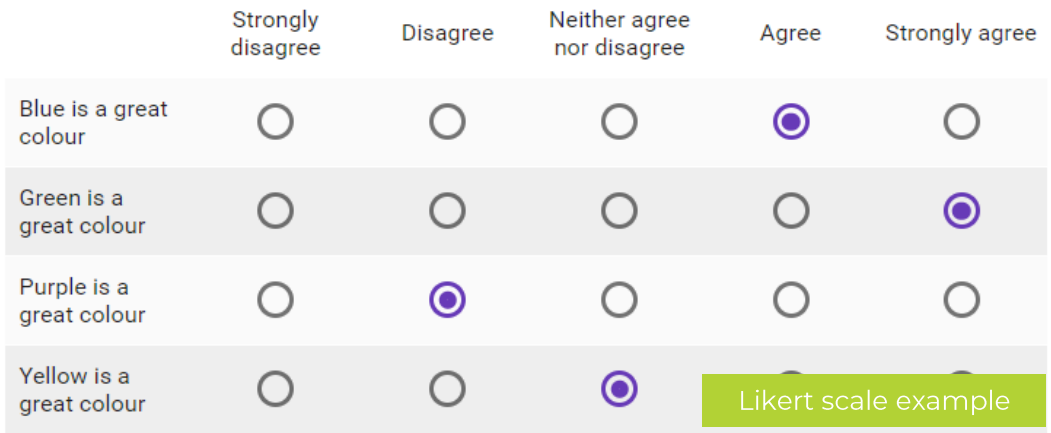
4 Engagement Approach

Line of Enquiry

- The project team will need to establish a line of enquiry in advance of going live with consultation materials.
- The line of enquiry sets out the area the project team is consulting on, and provides the framework through which questions are developed by the team.
- Once the proposals, or options have been finalised, an internal workshop will be convened to establish the line of questioning.
- At this stage, we envisage the project team seeking to determine the following, as part of the line of enquiry:
    - Demographic data
    - Information about current travelling habits
    - Views on individual options presented
    - Accessibility issues (capturing data for the EQIA)
- In addition, for businesses and business organisations, information about their existing servicing arrangements may well be collected, if this is to inform the development of the proposals.

Feedback and Analysis

- A balance of qualitative and quantitative questions will be utilised to capture feedback from residents and stakeholder groups.
- When collecting quantitative data, the project team will use the Likert scale to capture sentiment towards proposed interventions and different options.
- Feedback will be captured at individual events, and through the response channels that are made available by the project team (Commonplace, mail, email, phone).
- Once feedback channels are open, sentiment analysis will be conducted on options presented to the community, and a thematic coding approach will be applied to all the data received. This will be summarised in the final report.
- Analysis based on demographic data will also be included as part of the Engagement Report.



Likert scale example

5 Equalities Impact Assessment (EQIA)

- The Communications and Engagement activity undertaken to support the St Ann's LTN will need to align with the Council's obligations under the Equality Act 2010.

- The programme will take the following steps to ensure those obligations are met:

    - A comprehensive stakeholder mapping exercise has been undertaken to ensure groups representing those with protected characteristics are able to engage
    - The option to request materials in different languages or braille will be offered to those who require it
    - Individuals who are unable to attend webinars will be able to request a telephone call to discuss the proposals, and printed copies of the materials presented
    - Sub-titling for online events will be utilised if requested by anyone who is hard of hearing
    - A postal address will be provided so individuals who are not able to submit feedback online can participate in the programme
    - Any physical events that take place will be held in accessible locations
    - Translation and sign language options will be offered where necessary and possible.

- As part of the line of enquiry, a specific series of questions will be developed to provide residents and stakeholder groups with the opportunity to feed back based on key EQIA issues.

St Ann's Ward Profile

According to the 2020 Haringey Ward profile document, St Ann's (within which the vast majority of the area being consulted on is based) has a higher than average population density, with 15,895 residents living in the area. It's open space provision is lower than the Haringey and London averages.

Almost 50% of the population is between 20-44, and this group is overrepresented in this ward compared to others in Haringey. In terms of ethnicity, the two largest groups are White Other and White British. Over 20% of the population is Black/African/Caribbean, Black British.

In terms of religiosity, 46.5% of the population identify as Christian, and 17.1% identify as Muslim, which broadly aligns with the rest of the Borough. In terms of employment, the ward has 245.4 benefit claimants per 10,000 residents, which is significantly higher than the London average.

The ward also has a slightly higher proportion of individuals renting in the private rented sector, compared to the rest of the Borough. It also has fewer individuals in the socially rented sector.

Lastly, the area has a higher number of individuals with limiting long-term health problems or disability, and a much higher prevalence of excess weight in Year 6 compared to Haringey and London. In developing this plan, we have been cognisant of these elements.

6 Programme (subject to wider timescales):

Stage	Activity	19-Apr	24-Apr	03-May	10-May	17-May	24-May	31-May	07-Jun	14-Jun	21-Jun	28-Jun	05-Jul	13-Jul	20-Jul	27-Jul	August	September
Preparation and preparatory engagement	Finalise Communications Plan																	
	Comms Equality Impact Assessment (EQIA) finalised																	
	Finalise scope of engagement (options)																	
	Meeting with Emergency Services																	
	Meeting with St Ann's Schools																	
	Finalise key messaging, information boards, website content and all key communications collateral																	
	Finalise residents survey																	
	Finalise disability and carers survey																	
	Finalise business survey																	
	Draft mailout to residents and place with printers																	
	Purdah Ends																	
Core engagement activity	Ward Councillor briefing session																	
	Mailout to residents to hit doorsteps																	
	Mailout with business survey to be issued																	
	Ongoing stakeholder meetings																	
	Permanent display live @ St Ann's Library (TBC)																	
	Website content and online survey live																	
	On-street posters advertising process																	
	Email issued to key stakeholder groups																	
	Evening Resident Event																	
	Second Resident/Stakeholder Groups Event																	
	Schools Event (TBC)																	
	Disability Representative Group Event (TBC)																	
Analysis and reporting	Update on engagement reports																	
	Final Engagement Report delivered																	
	Engagement Report published on Commonplace / LTN Website																	
Post-engagement decision making	Final decision made by Lead Member on preferred option																	
	Communication of decision issued internally																	
Consultation Preparation	Finalise key messaging, information boards, website content and all key communications collateral																	
	Finalise feedback mechanisms for project stage																	
	Ward councillor briefing session																	
Core consultation activity	Email notification sent to community stakeholder gorups																	
	Mail drop notification to residents and businesses of scheme implementation and phasing																	
	Drop-in sessions held publicly (x2)																	
	Webinar sessions (x 2)																	
	Business engagement (walk and talk session x 2)																	
	Posters deployed in the local area.																	
	Ongoing stakeholder meetings																	
	Display of preferred option at St Ann's Library (TBC)																	
Analysis and reporting	Update on consultation reports																	
	Final Consultation Report delivered																	
	Consultation Report published on Commonplace / LTN Website																	
Implementation	Maildrop to residents outlining key changes and progress (TBC)																	
	Post-implementation business survey (TBC)																	

7 Community Stakeholder Groups (1)

The table below provides a list of community stakeholder groups for the St Ann's LTN consultation programme. It does not list individual residential addresses or business groups and should be read in coordination with the Stakeholder List that has been produced separately. The table continues overleaf.

Characteristic	Group
Age	Haringey Over 50s
	North London University of the Third Age
	Chestnuts Primary School
	Woodlands Park Nursery School
	Seven Sisters Primary School
	St Ann's Church of England Primary School
	West Green Primary School
	Fowler Newsam Hall
	Destiny Haven Nursey & Pre-School
	St John Vianney Catholic School
Disability	Disability Action Haringey
	Haringey Learning Disabilities Centre
	Haringey Autism
	Mind Haringey
	Venture Club for the Blind and Partially Sighted
	St Ann's Hospital
	Haringey Phoenix Group
	Disability Rights UK
	Haringey Mencap
	Keen

Characteristic	Group
Local Groups	St Ann's Living Streets
	StArt (START Haringey)
	Edgecot Grove Residents' Association
	Victoria, Kerswell, Culvert and Pagin Residents' Association
	Woodlands Park Resident Association
General Groups	Haringey Cycling Campaign
	Haringey Living Streets
	London Cycling Campaign
	North London Chamber of Commerce
	Tottenham Traders Partnership
	Haringey Chamber of Commerce
Religious institutions	Seventh Day Adventist Church
	St Anns Church
	Salvation Army Hall
	Christian Science Church
	Christ Apostolic Church
	Assembly Of God Church

7 Community Stakeholder Groups (2)

Characteristic	Group
Ethnicity	Haringey Irish Centre
	African Caribbean Leadership Company
Gender	Haringey Women's Forum
Gender reassignment and sexual orientation	Haringey LGBT Forum
	Wise Thoughts
Pregnancy/Maternity	Haringey Families
	NCT Tottenham
Other marginalised groups	St Ann's Food Hub
Political stakeholders	Ward councillors and Haringey Council cabinet
	David Lammy MP, Member of Parliament for Tottenham

All community stakeholder groups will be written to during the process, to invite them and their members to participate in the engagement process, either by attending a pop-up, a webinar or by sharing the engagement platform details.

An initial meeting has already been organised with the schools in St Ann's to establish their appetite for involvement in the consultation process. In addition to this, meetings are suggested with the London Cycling Campaign, Living Streets St Ann's, the emergency services (including St Ann's Hospital) at a minimum. At each of these meetings, the organisation's requirements will be discussed alongside additional opportunities for engagement.

Other stakeholder meetings to target will be agreed by the project team and the initial correspondence to them will be tailored to make this offer. The number of meetings that will take place will depend on the resources available to the project team.

8 Public Workshop Format

- As part of the engagement up to 2 June, the team is proposing to host a series of public meetings with residents, stakeholders, representatives of disability groups and, potentially, with local schools.

- In the programme, these are currently scheduled for W/C 17 May and 24 May, to allow time for individuals to register to attend them.

- The purpose of the sessions will be as follows:
    - Present the feedback from the Commonplace map that recently closed
    - Present the two options for St Ann's LTN
    - Garner feedback from residents and stakeholders on each of the options.

- It will be essential to ensure residents do not see this event as a "referendum" on the two options, but instead as an opportunity to provide suggestions for improvement and refinement for each. It is also important to ensure the sessions are sufficiently high level to avoid the group becoming bogged down in the minutiae of the LTN. Other avenues for specific suggestions for improvement will be offered but, at the event, it will need to be stressed that the Council will be proceeding with an intervention in some form.

- The sessions will be hosted on Zoom, using breakout rooms where appropriate, and feedback from the sessions will be collected using Google Jamboards. Presentation materials will be developed in advance on the results from the Commonplace map exercise, the purpose of an LTN and the options that are being presented for St Ann's.

Time	Element	Notes
5 min	Introduction to the event, the team, and the format	ECF facilitator to lead with members of the team introducing themselves
5 min	What is an LTN and why is it right for St Ann's?	LBH to lead on this section and include reference to the wider LTN programme
5 min	Presentation on the results of the Commonplace map and how this has provided the framework for shaping the LTN options.	NRP to lead this section, presented in a "what we heard" format, using NRP analysis slides
10 min	The options for St Ann's LTN	NRP to lead this section with clear presentation on the two options
20 min	Option 1 – Keep, Change, Add exercise	Individuals will be broken out into virtual breakout rooms, which will be facilitated by a member of the project team, who will give a brief overview of Option 1. A Keep, Change, Add will then be hosted in each table regarding this option. Feedback will be collected using the Jamboard
10 min	Feedback from table facilitators on Option 1	Each table facilitator will provide some feedback from their table using the Jamboard
20 min	Option 2 – Keep, Change, Add exercise	Individuals will be broken out into virtual breakout rooms, which will be facilitated by a member of the project team, who will give a brief overview of Option 1. A Keep, Change, Add will then be hosted in each table regarding this option. Feedback will be collected using the Jamboard
10 min	Feedback from table facilitators on Option 2	Each table facilitator will provide some feedback from their table using the Jamboard
5 min	Wrap up	ECF facilitator to lead with a thank you, and a note on the next steps in the process.

9 Webinars Format

- A second option, particularly for the resident meeting(s) where numbers may be high, would be to arrange for a Zoom webinar to take place, which will be slightly less interactive, but still provide residents with the opportunity to give feedback on the two options that are being presented, with a further call to action (such as filling out the survey) if required.

- Therefore, the purpose of the sessions will identical to a workshop and be as follows:

    - Present the feedback from the Commonplace map that recently closed
    - Present the two options for St Ann's LTN
    - Garner feedback from residents and stakeholders on each of the options.

- However, rather than having breakout rooms for discussion, a central hosted, interactive Q&A session will take place between the project team and all feedback will be centrally collected on a Google Jamboard by an ECF facilitator.

- The same presentation material will be needed, but this will be less resource intensive and it will also allow the team to accommodate 100s of residents to come to, which workshops will be unable to do.

- The proposed format is outlined opposite and the session, like a workshop, would take place for around 1.5 hours. With fewer resources required, an additional set of resident sessions could be rolled out, if requested locally.

Time	Element	Notes
5 min	Introduction to the event, the team, and the format	ECF facilitator to lead with members of the team introducing themselves
5 min	What is an LTN and why is it right for St Ann's?	LBH to lead on this section and include reference to the wider LTN programme
5 min	Presentation on the results of the Commonplace map and how this has provided the framework for shaping the LTN options.	NRP to lead this section, presented in a "what we heard" format, using NRP analysis slides
10 min	The options for St Ann's LTN	NRP to lead this section with clear presentation on the two options
30 min	Option 1 – Discussion	NRP will lead a brief recap of option one, and then the team will take feedback and questions using the "Raise Hand" and written Q&A function. An ECF facilitator will bring individuals "on to stage" and capture feedback on a Google Jamboard which will be shown via the share screen function for transparency purposes
30 min	Option 2 – Discussion	NRP will lead a brief recap of option two, and then the team will take feedback and questions using the "Raise Hand" and written Q&A function. An ECF facilitator will bring individuals "on to stage" and capture feedback on a Google Jamboard which will be shown via the share screen function for transparency purposes
5 min	Wrap up	ECF facilitator to recap on all the feedback received, lead with a thank you, and a note on the next steps in the process.

10 Engagement Surveys: 10 May – 2 June 2021

Resident

- Whilst residents have already been able to provide general feedback on their views about the local area, they will need an additional channel through which to provide their feedback on the options that are presented to them by the project team.

- This should be hosted on Commonplace and relevant LTN website. This will provide continuity for people who already participated in the mapping exercise. Residents should be provided with a link to this in the mailshot that will be sent after the purdah period ends. Survey questions will be developed once the options have been finalised but, at a minimum, we will be looking to collect:

    - Demographic data
    - Information about how they currently travel around the area
    - Feedback on the two options that are proposed likely focused on:
        - What to keep
        - What could change
        - What is missing
    - Any accessibility considerations that they wish to raise.

- The opportunity to receive a printed copy of the survey will also be included in the first correspondence that is issued after the election period. The option to request the survey in another language should also be included in that mailshot.

- The feedback from this survey, and the others noted in this plan will be reported on and included as part of the Engagement Report issued shortly after 2 June 2021.

Business

- At the pre-consultation stage, businesses will be issued with a specific survey asking them for feedback on a series of issues that uniquely impact on them. It will also include a summary of the two options that are being presented for St Ann's and the rationale for each of the options chosen. The survey would then ask:

    - Their current servicing arrangements and access needs
    - Information about how they currently travel around the area
    - Feedback on the two options that are proposed likely focused on:
        - What to keep
        - What could change
        - What is missing
    - Any accessibility considerations that they wish to raise.

- A postal address will be provided which will allow them to send their feedback directly into the project team. The option to fill this out online will also be provided. This will also be hosted on Commonplace for individuals to fill in.

Disabled People and Carers Survey

- A specific questionnaire for disable people and carers will be developed, based on the activity undertaken by Enfield Council in the Bowes Park area. The survey will be hosted on the website and paper copies will be sent to blue badge holders in the St Ann's area, and to representative groups in the area, to encourage their members to complete it.

11 Offline Engagement Display

- A display of the options proposed and an opportunity to feedback, offline, will be provided in a publicly accessible space such as St Ann's Library.
- This will have two display boards available providing background on the options for the LTN at St Ann's and provide information about the opportunities to participate in the engagement process.
- In addition, paper surveys and a feedback box will be made available for individuals to complete, which will be collected by the project team and inputted into the dataset
- The initial communication to residents will make them aware of this opportunity to participate in the process and allow any individual who is not digitally connected to provide their feedback.
- When the project moves from the engagement to consultation phase in the summer, the information on the display boards will be refreshed and a further opportunity to provide feedback will be made available.



11. Key Personnel for St Ann's LTN

TITLE	ORGANISATION	NAME	CONTACT DETAILS	ROLE
Project Manager (PM)	Haringey Council	Neil Goldberg	Neil.goldberg@haringey.gov.uk	Overall responsibility for all strategic communications and updates regarding the scheme in general, and identifying key audiences. Initial sign off of stakeholder list and engagement plan.
Project Sponsor (PS)	Haringey Council	Maurice Richards Simi Shah	Maurice.richards@haringey.gov.uk Simi.Shah@haringey.gov.uk	Overseeing and revising initial drafts of strategic communication, information and reports made by PM
Project Manager	NRP	Ramsay Do	ramsay.do@nrpltd.com	Project manager, overseeing the delivery of the programme
Associate Director	NRP	Alex Stebbings	Alex.Stebbings@nrpltd.com	Technical lead for the project
Director	ECF	Oliver Deed	oliver@engagecf.co.uk	Leading on the delivery of the engagement programme

12 Next Steps

- Following a review of this plan by LBH, the following steps will need to be undertaken:

    1. A two hour internal workshop session to finalise all activity and review who is leading on the delivery of each. This should also discuss all key messaging, cover any stakeholders that need to be added to the list.
    2. The method of reporting on the engagement work should be agreed.
    3. A decision will need to be taken on the type of resident event that will be delivered.
    4. First draft of all communications collateral, and surveys will need to be completed by the W/C 26th April 2021.
    5. St Ann's Library will need to be contacted for the availability of space for a small display and a feedback box.
    6. A meeting, post-2 June, should be scheduled to finalise the communications approach to the consultation phase of the process.

CONSULTATION OPTION: HELLO ST ANN'S LTN

ECF has a partnership with a company called Hello Lamp Post which provides a platform through which individuals can chat to street objects, using SMS, WhatsApp or other interactive platforms. Using intuitive artificial intelligence, and qualitative FAQS, inputted by a project team, the platform can facilitate engagement and prompt feedback on specific ideas.

This is a tool that could be used to collect feedback at either the feedback or implementation phase of the process.

The organisation has recently undertaken work with Southwark Council on some environmental issues and more can be read here. The technology has recently been used by ECF client, the Sydney Harbour Federation Trust, in consultation on the future of North Head, which generated hundreds of conversations with visitors to the site. The report can be found here.

We have included this in the indicative programme, but additional budget would be require to deploy it.



engage.
communicate.
facilitate.

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NORMAN ROURKE PRYME

Haringey LONDON

St Ann's LTN

Commonplace engagement results to date

May 2021



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CIHT Corporate Partner

EXECUTIVE SUMMARY

Haringey Council conducted a Commonplace survey as part of the community engagement for the St Ann's Low Traffic Neighbourhood (LTN) programme from 4th February 2021, to understand local people's views on the area and their suggestions for improvement, with the aim of feeding this information into the project delivery. To date the survey has generated the following results:

- There were 1,668 visitors to the commonplace site, 521 of whom left either comments or agreements. 31 email responses were also received which have been included in the analysis.
- 3,003 confirmed contributions were made. 659 of these were comments and 2,344 were agreements.
- The issue raised most frequently was 'Traffic Speeding', which was mentioned in 54% of comments or agreements.
- The suggested improvement raised most frequently was 'Reduce Traffic Volumes', which was mentioned in 48% of comments or agreements.
- The key areas of concern identified from the comments were Clinton Road, Black Boy Lane (central and south), Avenue Road, Hermitage Road (north) and the Glenwood Road/Avondale Road/Woodland Park Road (south) area.
- The use of open text comments provided a clearer insight into peoples concerns and suggested improvements, particularly relating to location specific issues.

NORMAN ROURKE PRYME

St Ann's LTN
Commonplace Engagement Results

EXECUTIVE SUMMARY

Key areas of concern

- **Clinton Road Area -** Dangerous pedestrian crossings, excessive and improper parking, rat running
- **Black Boy Lane central -** Extremely dangerous pedestrian crossing (cars don't stop or overtake other stopping cars)
- **Avenue Road -** One-way increasing traffic speed and volume, driving in the wrong direction, dangerous for cycling, rat running
- **Glenwood Road/Avondale Road/Woodland Park Road south -** Speeding, rat running, pedestrian vehicle conflicts
- **Black Boy Lane south -** Poor visibility, poor air quality, speeding, lack of crossings (particularly during school times), narrow pavement
- **Hermitage Road north -** Speeding, near misses, rat running, poor markings, perilous for cyclists (cars not adhering to priority)

Top issues raised

- Traffic speeds (54% comments/agreements)
- Poor cycling environment (46% comments or agreements)
- Traffic volumes (46% comments or agreements)
- Rat running traffic (46% comments or agreements
- Traffic safety concerns (45% comments or agreements

Top suggested improvement

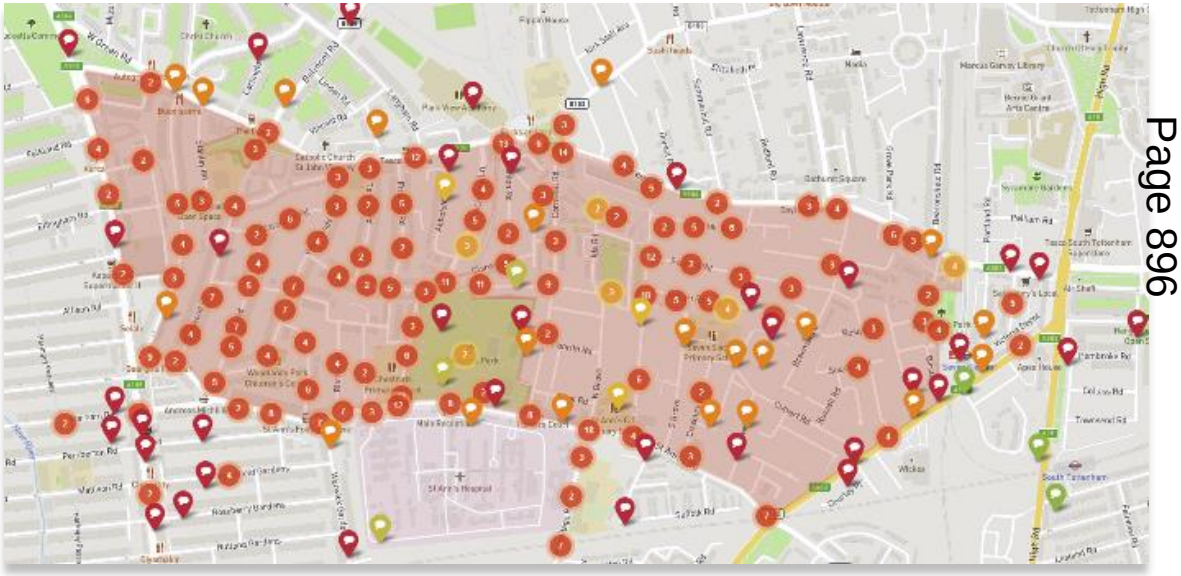
- Reduce Traffic Volumes (48% comments/agreements)
- Reduce traffic speeds (40% comments/agreements)
- More cycle infrastructure (33% comments/agreements)
- Increase traffic and speeding enforcement (33% comments/agreements)
- Permanent road closure (30% comments/agreements)

Haringey LONDON

INTRODUCTION

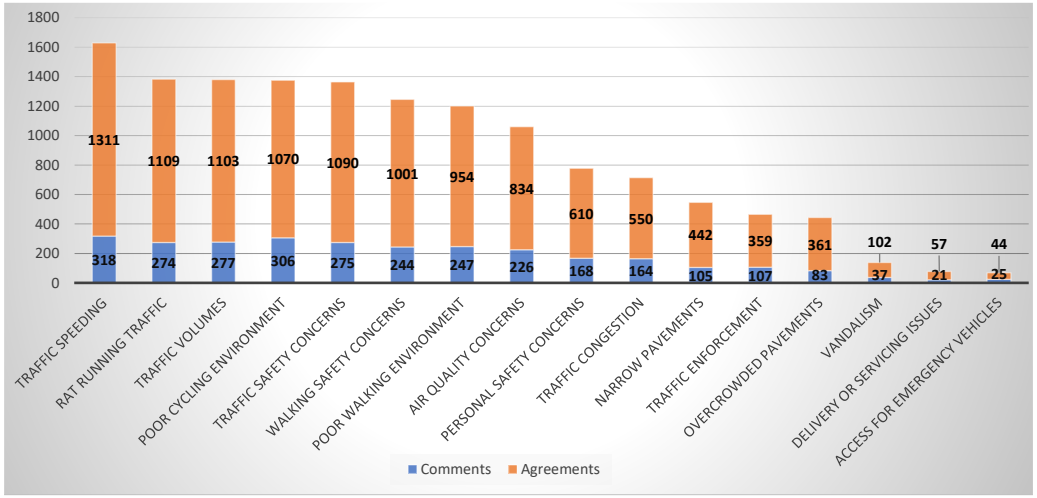
As part of the boroughs Low Traffic Neighbourhood (LTN) programme, St Ann's has been identified as a potential scheme. As such, Haringey Council published an online engagement platform using Commonplace to better understand the local populations concerns, desire and suggestions on ways to improve the area.

This engagement was launched on 4th February 2021, and to date has **521** respondents from an estimated 1637 visitors to the platform, gathering **659** comments and **2344** agreements. In addition 31 email responses were also received, which have been reviewed.

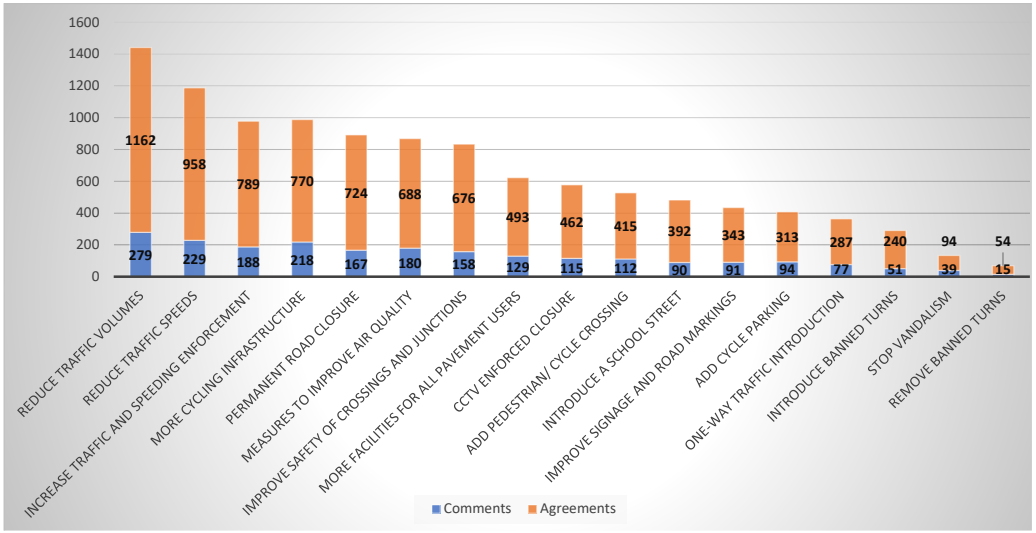


OVERVIEW

Issues Raised



Suggested Improvements



% of times issue raised as a comment or agreement:

- Traffic speeding 54%
- Rat running traffic 46%
- Traffic volume 46%
- Poor cycling environment 46%
- Traffic safety concerns 45%

% of times suggested improvement raised as a comment or agreement:

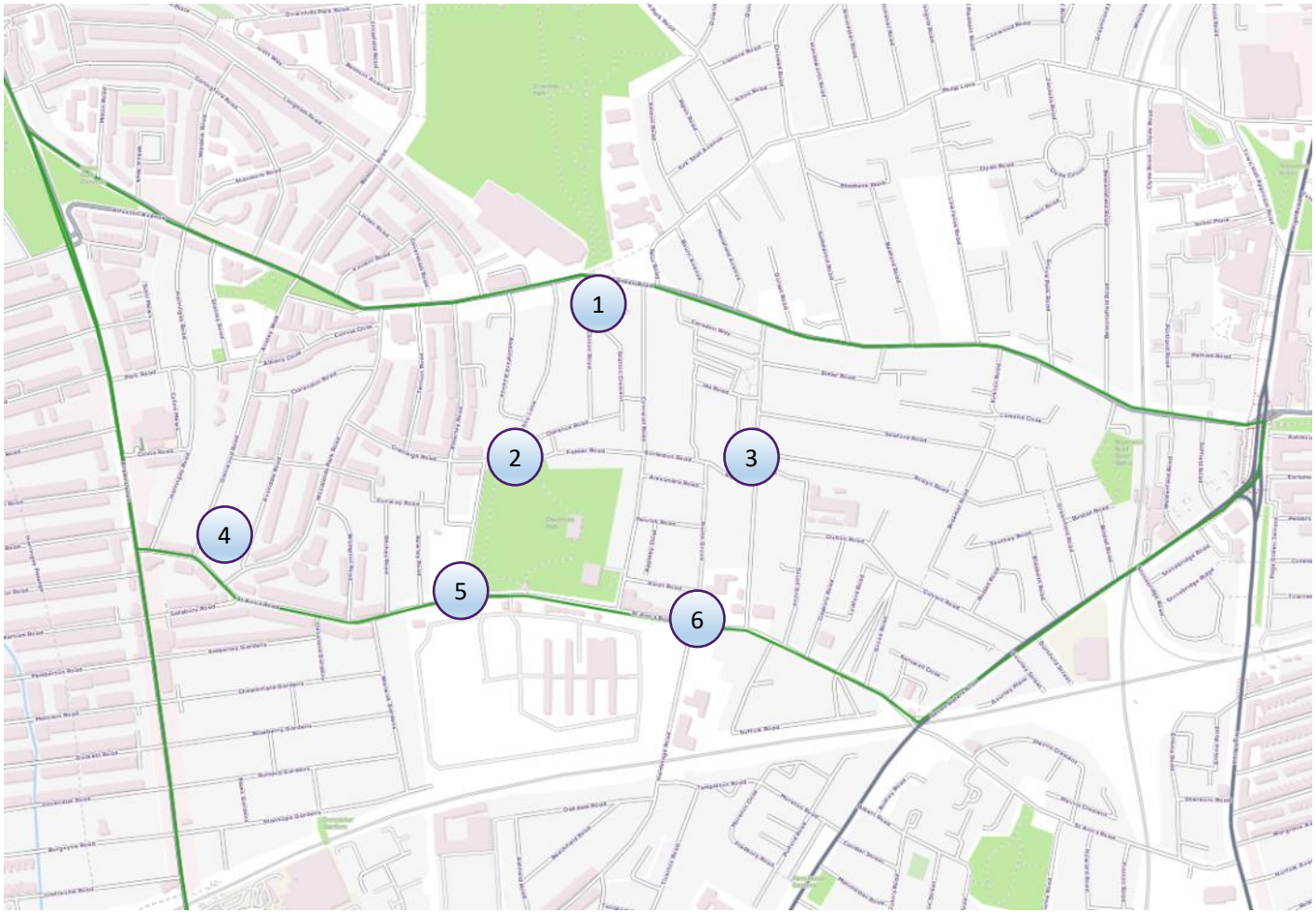
- Reduce traffic volumes 48%
- Reduce traffic speeds 40%
- Increase traffic and speeding enforcement 33%
- More cycling infrastructure 33%
- Permanent Road closure 30%

NORMAN ROURKE PRYME

St Ann's LTN

Commonplace Engagement Results

OVERVIEW – Key areas of concern

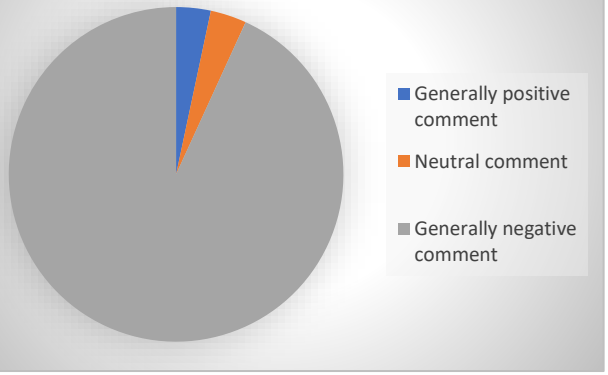


Area	Comments
1	**Clinton Road area** - Dangerous pedestrian crossings, excessive and improper parking, rat running
2	**Black Boy Lane (central)** - Extremely dangerous pedestrian crossing (cars don't stop or overtake other stopping cars)
3	**Avenue Road** - One-way increasing traffic speed and volume, driving in the wrong direction, dangerous for cycling, rat running
4	**Glenwood Road/Avondale Road/Woodland Park Road (south) area** -Speeding, rat running, pedestrian vehicle conflicts
5	**Black Boy Lane (south)** - Poor visibility, poor air quality, speeding, lack of crossings (particular concern during school times), narrow pavement
6	**Hermitage Road (north)** - Speeding, near misses, rat running, poor markings, perilous for cyclists (cars not adhering to priority)

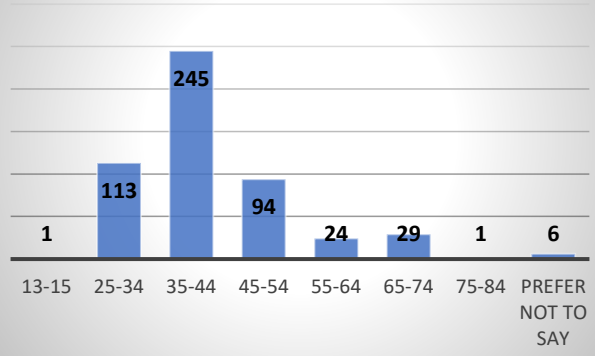
Haringey LONDON

OVERVIEW – Respondent characteristics

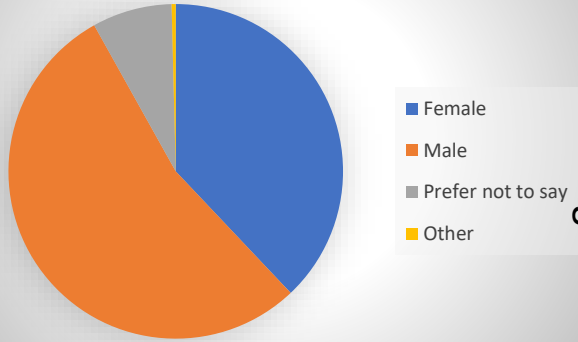
Existing Situation Sentiment



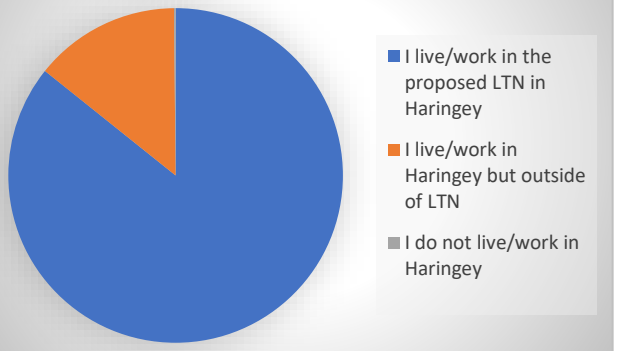
Age



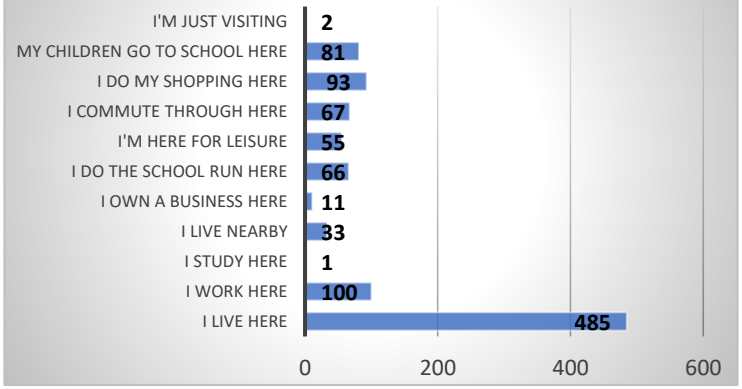
Gender



Relationship with Area

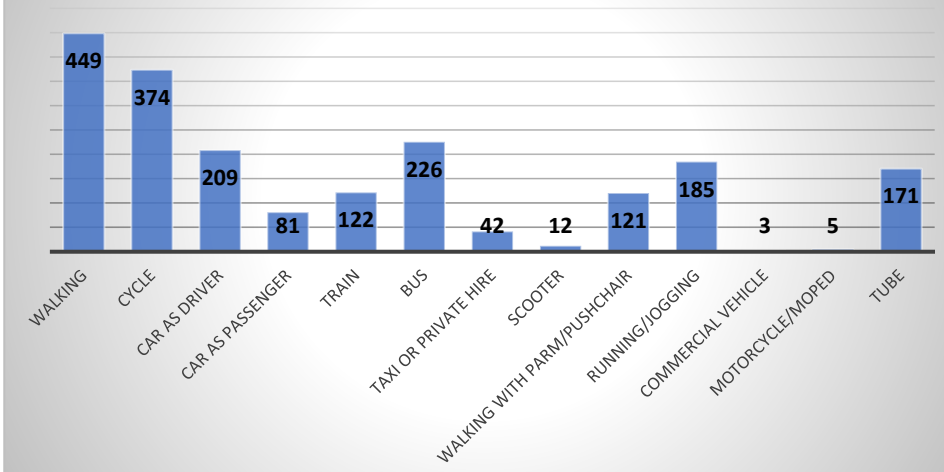


Relationship with LTN

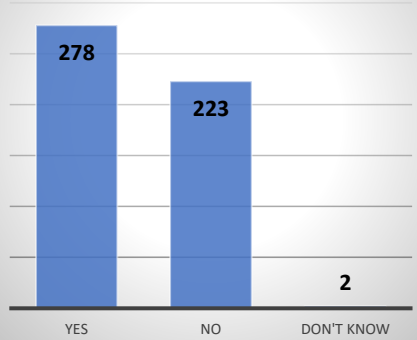


OVERVIEW – Respondent use of area

Primary Mode of Travel



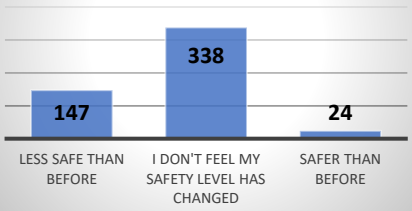
Where you live, have you space to safely store a bicycle?



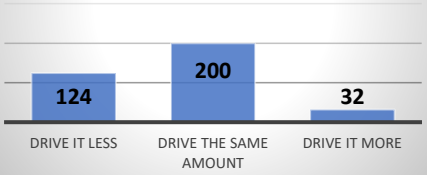
Do you support temporary measures to reduce traffic speeds and/or volumes to help aid social distancing and keep those taking exercise safe?



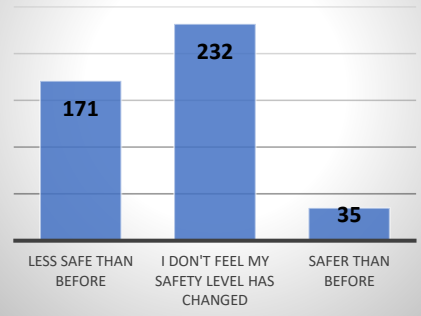
If you walk, how have you felt while travelling around your local area in recent weeks?



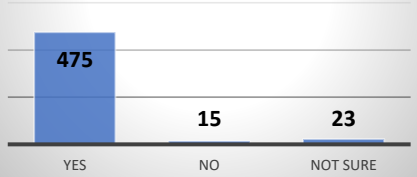
If you have a car, how do you expect the amount you drive it to change in the coming months?



If you cycle, how have you felt while travelling around your local area in recent weeks?

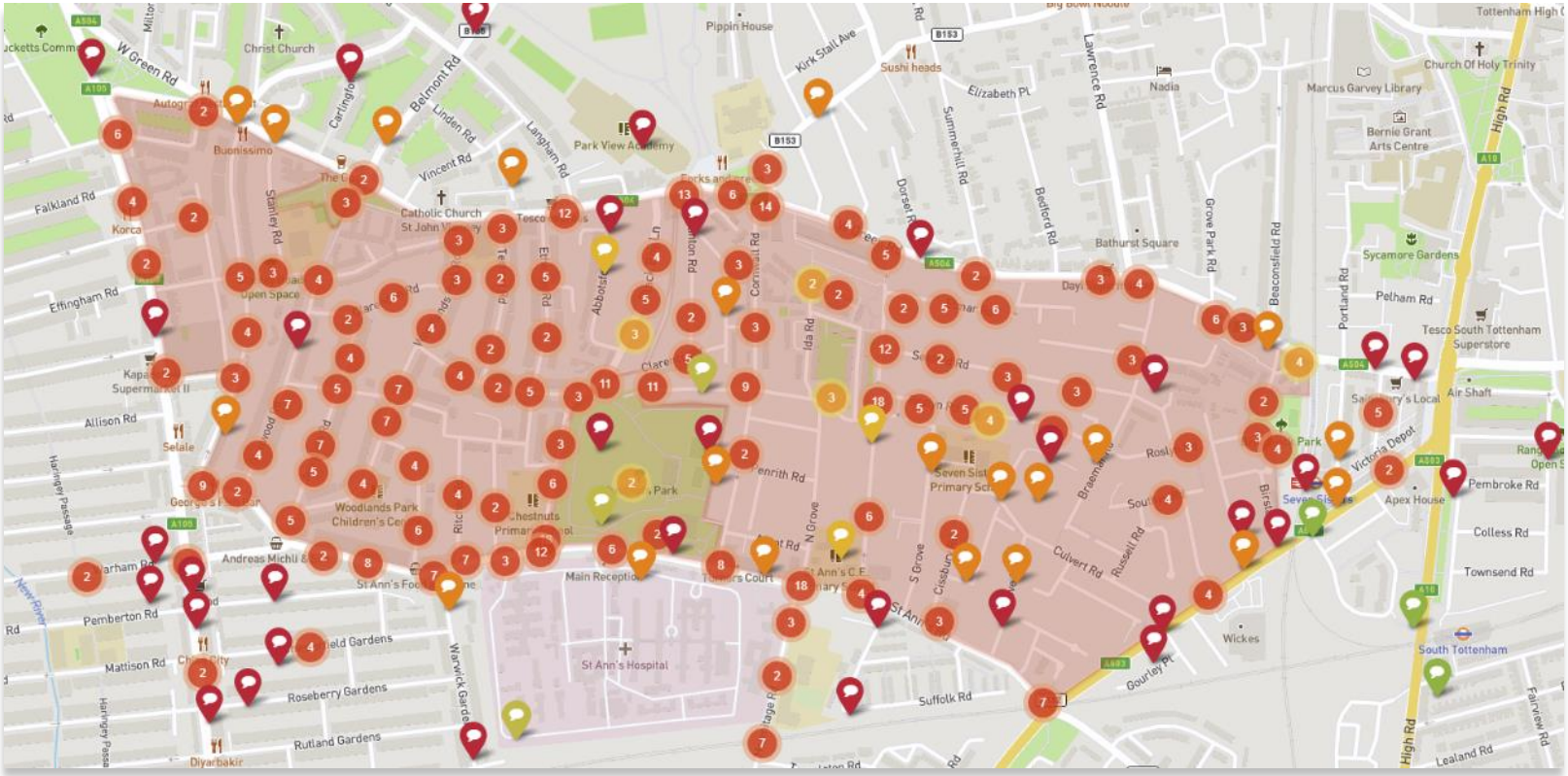


Looking forward to the next 12-24 months, would you support measures that seek to reduce traffic on residential streets more permanently?



ISSUES RAISED

The image below shows the location of all the comments posted. The following slides break down the top five issues raised during this engagement, with traffic speeds by far the biggest concern.



ISSUE RAISED – Traffic speeds



Snapshot

Total number of comments concerning this issue:

318

(+1311 agreements)

% of issue raised on traffic speeds concerns: 54%

Most popular comments:

"There is far too much traffic and speeding in this area"

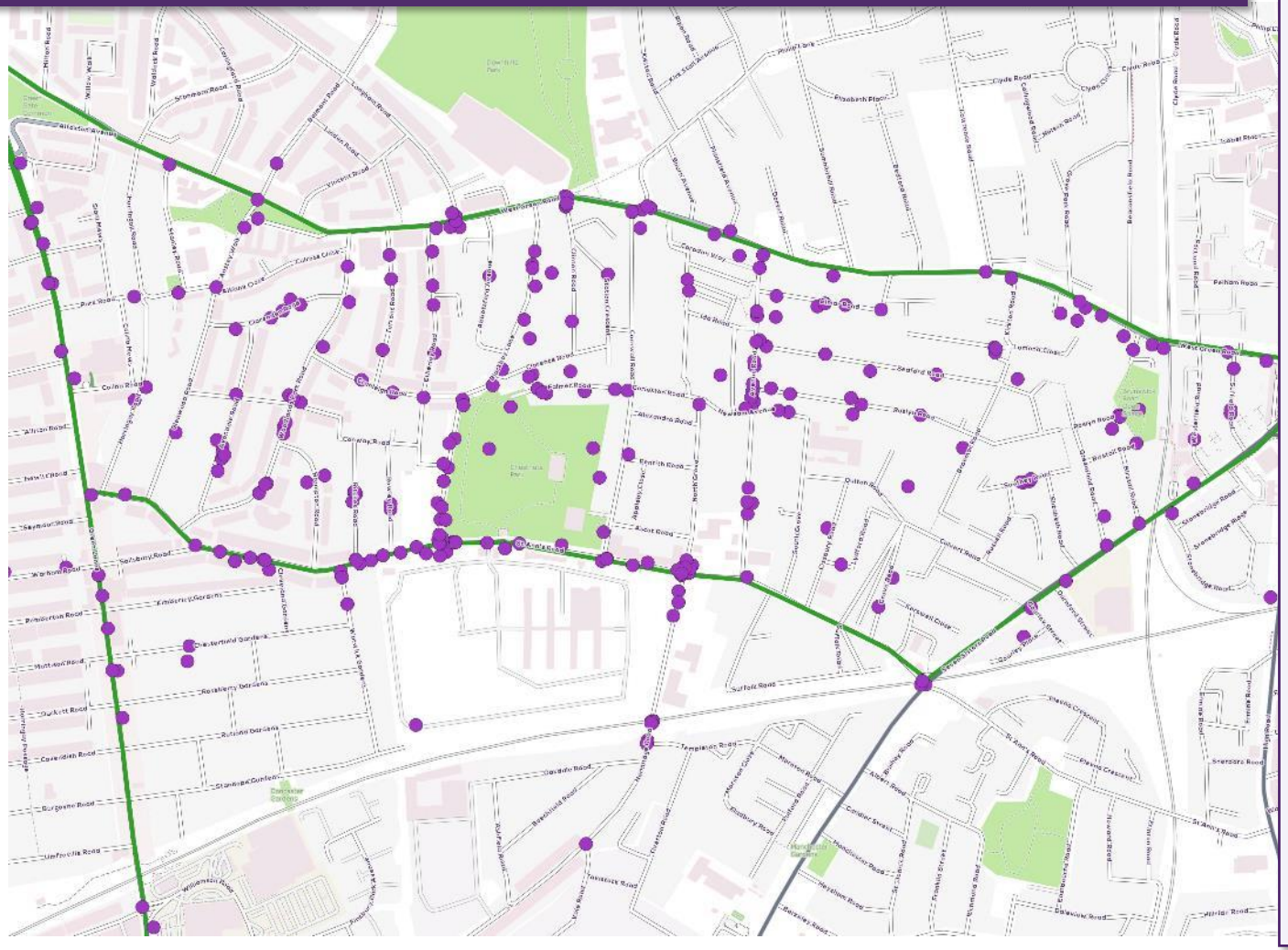
"High levels of speeding traffic"

"The one-way system encourages high speed traffic, despite the speed bumps"

"Cars often speeding because of the rat run"

"delivery lorries frequently speed down the street"

ISSUE RAISED – Poor cycling environment



Snapshot

Total number of comments concerning this issue:

306

(+1070 agreements)

% of issue raised on poor cycling environment concerns: 46%

Most popular comments:

"To much on-street parking making cycling more dangerous"

"More cycling lanes in major street"

"More cycle parking desperately needed"

"More cycle routes in the area would also be brilliant!"

"There is no provision for children or cycling in the area, everything is focused on cars"

ISSUE RAISED – Traffic volumes



Snapshot

Total number of comments concerning this issue:

277

(+1103 agreements)

% of issue raised on traffic volumes concerns: 46%

Most popular comments:

"High volume of traffic using our road causing high volume noise and air pollution as well as safety issues"

"Feels very odd that residential roads have been allowed to become so full of traffic"

"The road is dangerous from a traffic speed / volume perspective with HGVs using the road as a cut through"

ISSUE RAISED – Traffic safety concerns



Snapshot

Total number of comments concerning this issue:

275

(+1090 agreements)

% of issue raised on traffic safety concerns: 45%

Most popular comments:

"There is constant traffic and congestion on Black Boy Lane throughout the day, raising concerns around safety (in particular with the primary school on the bottom of the road), air pollution, and general community feel"

"Removing this rat run by blocking the route through (or closing the road entirely) would improve road safety and greatly reduce antisocial driving in this area"

ISSUE RAISED – Rat running traffic



Snapshot

Total number of comments concerning this issue:

274

(+1109 agreements)

% of issue raised on rat running traffic concerns: 46%

Most popular comments:

"There is absolutely no need for this road to be open. It's all traffic rat running"

"Rat running traffic through this area at ridiculous speeds"

"Road is constantly used as a rat running route with cars speeding down the road, no regard for pedestrians or cyclists"

"The street would greatly benefit from stopping this rat running"

SUGGESTED IMPROVEMENTS

To date, suggested improvements have been made with a wide variety of ideas, some of the most popular suggestions have been summarised below.

Comments Snapshot

"Raised Zebra on a speed table needed"

"Add traffic calming measures"

"Introduce contraflow cycle lanes"

"Increase street cycle storage"

"Residents only street restrictions"

"Change traffic direction "

"Restricted access"

"Road and footway surface improvement"

"Removal of speed bumps to be replaced with cameras"

"Redesign the car parking and look over capacity"

"Less on-street parking"

"Stop through traffic rat running"

Results Snapshot

Reduce traffic volumes
279 comments + 1162 agreements

Reduce traffic speeds
229 comments + 958 agreements

More cycle infrastructure
218 comments + 770 agreements

Increase traffic and speeding enforcement
188 comments + 789 agreements

Measures to improve air quality
180 comments + 688 agreements

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QUESTIONS FROM ST ANN'S LTN PUBLIC MEETING ON 2 MARCH 2021

Haringey Council's written responses to participants' questions

General questions about the LTN

1. **For the next phase of the consultation, will there be multiple different versions/designs put forward for residents in the ward to provide feedback and vote on? Or will it be a single design only?**

The next stage will be engagement on designs which we intend to present to the community and seek views and feedback. It is likely that there will be different design options to consider.

Community support for the LTN is very important and will be a determining factor. However, any opposition will need to be weighed against the wider need to tackle problems of air pollution, community inactivity, enable more sustainable travel and overcome the impacts of Covid 19.

2. **How have you decided on the boundaries of the LTNs, and what work has been done to justify the decisions on where these LTN boundary lines have been drawn.**

The LTN boundaries have been separated according to geographical severance by a main road, railway, or open space which restricts through traffic penetration. These boundaries are a guide rather than a rule at this stage and we are keen to hear feedback from residents at this point about the issues in their area, and what interventions they would like to see. This feedback will inform our design process.

3. **Will LTN measures include measures to stop speeding? Even buses are breaking the local speed limit (for example the 67 and 341 on Black Boy Lane) which is unsafe on residential + school roads.**

Evidence suggests LTNs help reduce traffic speed and noise. However, we will consider the feedback from the community on proposed LTN, and that will inform our design process. We will also consider complementary measures including traffic calming measures.

4. **Are the roads that are identified as the boundaries for each cell intended routes for through traffic?**

LTNs do not simply shift traffic from one place to another. Instead, we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling.

Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham Forest[1] found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole area.

Recent data from Railton LTN in Lambeth[2] has shown a decrease in traffic both within the LTN and on surrounding roads.

In the short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.

5. **It has been proposed in other boroughs that residents are able to drive through filters, but this reduces the effectiveness of LTNs to change travel habits and reduce overall traffic levels. Will you rule out the use of camera-monitored filters that have resident exemptions?**

It's important to note that all addresses will still be accessible for cars in the LTN area. Car journeys within the area will be less convenient.

Implementing a 'white list' system, where residents access through the restriction points is an option we have considered, but we also want to encourage more cycling and walking among residents in the St Ann's area. If it is easier to drive, rather than bike or walk short trips, many residents are unlikely to change their travel habits, and will continue to drive.

Administration for a 'white list' system can also be extremely complex and on balance, would not achieve the Council's policies set out in the 2018 adopted Transport Strategy[3] and the draft 2021 Walking and Cycling Action Plan[4].

6. **Can you confirm there will be a holistic view taken with regards to cycling across the borough, cycle connections with other boroughs and making cycling a better experience overall?**

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets[5].

7. **What will you be doing to ensure there is (1) more cycle storage, like cycle hangers (2) proper segregated cycle lanes (not just painted lines cars drive**

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[1] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[2] https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report
[3] *https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy*
[4] *https://www.haringey.gov.uk/draftwcp*
[5] *Prior to the consultation launch, you can view the draft Plan here:* https://www.haringey.gov.uk/draftwcp

over that aren't safe for children and other cyclists), and (3) safe cycling connections into LTNs, now that we expect the boundary roads to be busier?

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets[6].

8. **It's good to see that the Council is now starting to take action on reducing traffic in residential areas and schools. But other Councils have taken a lot more action with more LTNs and School streets already in place. If School Streets can be set up under emergency traffic orders why not do this for LTNs?**

We want to make sure we listen to residents and the community before we implement any changes. It is very important to us to implement solutions that work for residents in the long run, even if this means it will take a bit longer to take action.

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets[7].

9. **Are you considering the downsides of LTNs? Quieter roads can lead to more robberies and muggings. As seen in the new LTNs in Hackney…**

According to available data, LTNs have actually contributed to a decrease in crime. The introduction of a low traffic neighbourhood in Waltham Forest, for example, was associated with a 18% decrease in street crime within the LTN and 10% across the borough. And this effect increased with a longer duration since implementation. (Using police data, 2012-2019[8].)

10. **Public transport obviously has a large role to play in these proposals, but until the general public feel safe because of Covid-19 to use public transport again, it will surely act as a drag for successful implementation of LTNs, won't it?**

The LTN will enable more walking and cycling for those who are able to, providing a safe and healthy alternative to public transport. The quieter streets provided by the LTN will give some people who previously used public transport the chance to avoid it and choose to travel by foot or bike instead, which will reduce opportunities for contagion in public transport.

11. **Is there a goal to reduce car journeys through the borough as well as journeys within the borough?**

Yes. Once LTNs have been in place for long enough, studies show they result in less traffic both inside and outside the LTN boundaries. A long term analysis in Waltham

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[6] *Prior to the consultation launch, you can view the draft Plan here:* https://www.haringey.gov.uk/draftwcp
[7] *Prior to the consultation launch, you can view the draft Plan here:* https://www.haringey.gov.uk/draftwcp
[8] https://osf.io/preprints/socarxiv/ftm8d/

Forest[9] found that traffic on major roads adjacent to LTNs had increased by fewer percentage points than overall traffic in London during this period. In fact, traffic decreased by 56% over the whole area.

Recent data from Railton LTN in Lambeth[10] has shown a decrease in traffic both within the LTN and on surrounding roads.

In the short term there may be a slight increase in displaced through traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.

Queries about specific streets and roads

Hermitage Road

12. Concerns raised on seeing a potential increase in traffic on Hermitage, Vale and Templeton Roads. How are you going to ensure cars will not simply find other roads to cut through?

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

13. I live on the very end of Hermitage Road, which is just outside the St Ann's LTN. This road is rat run already, I can't see how it won't make the situation on this road worse?

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

14. Action is really needed on Hermitage Road. Lots of residents have flagged the need for a filter on the north side of the road there too, to create a school street for St Mary's/ and a safer cycle route along Hermitage too. Will the council consider a filter there as part of the walking and cycling action plan?

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly and will explore the issues on Hermitage Road as part of the Neighbouring LTN proposal.

15. Will there be any consultation about the traffic and safety on Hermitage road (St Ann's end)?

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

[9] https://enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village/comparison-of-vehicle-numbers-before-and-after-the-scheme-and-during-the-trial/
[10] https://beta.lambeth.gov.uk/streets-roads-transport/railton-low-traffic-neighbourhood-stage-one-monitoring-report

16. **It's great that the Council is committed to learning from previous LTNS. What did the Council learn from the partial closure of Hermitage Rd? What then did it learn from the Filtering/closure of the Gardens?**

The council will be preparing a Transport Impact Assessment for the scheme and the lessons learned from the Gardens scheme and any data collected will be fed into the assessment.

Wightman Road

17. **The traffic calming measures on Wightman Rd have made cycling seem much less safe (it feels like the cyclists are the bollards), to the extent that I now avoid it and actually cycle much less as a result. How can mistakes like this be avoided?**

There are no designs at the moment, but the council will be preparing a Transport impact Assessment to look at these issues and plan accordingly.

We have launched a separate engagement map on the Harringay Ladder area and we would encourage these comments and views to be fed into that exercise. The map is available here: https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/harringay-ladder-review

Black Boy Lane

18. **"Blackboy" Lane has been raised as a road in serious need of intervention given the need to reduce traffic and improve road safety outside Chestnuts School. Is a road closure being considered for BB lane, or if not, what is the alternative?**

There are no designs at the moment. We will consider the feedback from the community on proposed LTN, and that will inform our design process.

Ducketts Green

19. **Are the boundaries of the LTNs decided already? Our small area (Duckett's Green, Carlingford Rd) is bordered by the St Ann's and Bruce Grove LTNs but not included, so they might actually make things worse for us. I think the LTNs are a very positive step but can they be expanded to include more areas?**

We will consider the feedback from the community on proposed LTN, and that will inform our design process and the exact boundary of the LTN.

The Ladder

20. **Whilst supporting the St Ann's LTN in principle I have concerns about the effect this might have on The Ladder. Can you tell me if and how that has been assessed?**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly.

We have launched a separate engagement map on the Harringay Ladder area and we would encourage these comments and views to be fed into that exercise[11].

West Green Road and Green Lanes

21. **I very much support the proposed LTN in St Ann's, but also in Bruce Grove and possibly the Haringey Ladder. Are there plans to introduce measures on roads bounding these areas, particularly West Green Road and Green Lanes? Particularly with respect to excessive and illegal parking, speeding, and lack of cycle safety measures.**

There are no designs at the moment, but the council will be preparing a Transport Impact Assessment to look at these issues and plan accordingly. We will consider the feedback from the community on proposed LTN, and that will inform our design process.

22. **St. Ann's Road- While rolling out the LTNs one by one, will you be planning for longer distance cycle networks along the whole of St Ann's Road, not only the LTN part?**

Our draft Walking and Cycling Action Plan will be published for public consultation in the Summer 2021. This Plan sets out our long term strategy for enabling more cycling and walking in Haringey including our plans for School Streets[12].

Engagement

23. **Will there be targeted engagement with people with disabilities?**

We have started discussions with local and national disability groups, and we plan to consult and engage extensively with these groups, and individuals, throughout the process. Throughout the engagement we will seek their expertise to shape the two Equality Impact Assessments (1 about the engagement and 1 about the design) that we are working on. Examples of other consulted groups are listed below:

- *Disability access groups*
- *Schools and young people*
- *Ethnic minorities*
- *Carers and other essential workers*
- *Emergency services*

[11] *The map is available here: https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/harringay-ladder-review*
[12] *Prior to the consultation launch, you can view the draft Plan here:* https://www.haringey.gov.uk/draftwcp

24. Why do businesses have much say in the measures taken to reduce traffic in a residential area? How many businesses are actually even based on the roads within the LTN and will there be any reduction in access to any of these?

The views of businesses within the LTN area will be taken into consideration alongside those of residents, not over or above.

LTNs always allow local motor vehicle access. Local residents and businesses can still use cars, as well as receive visitors and deliveries. Access to all shops will be maintained, but your journey may require you to take a different route.

25. Are you engaging with local Residents Associations, Neighbourhood Watches, Friends of Parks?

Yes we will be reaching out to key stakeholders, including TRAs, Neighbourhood watches and Friends of groups in our next phase of engagement.

26. How are you consulting with emergency services?

The emergency services are key stakeholders, and their access will not be detrimentally impacted and where possible it will be improved. The ambulance services, police and fire brigade have been consulted early on in the engagement process, and we will continue to work with them to ensure their access needs are not impacted.

Timeline, Monitoring and Implementation

27. We had really hoped that implementation could start over the summer holidays so the schemes could be embedded for when schools return in September. Can there be any flexibility on trying to implement slightly earlier?

Implementation has been slightly delayed due to the pre election period leading up to the Mayor of London and London Assembly elections in May, during which we are not allowed to carry out any consultation or engagement. The engagement will commence again after the election results with the aspiration to implement a community supported LTN in Autumn 2021.

28. It is likely for traffic - no longer able to use rat-runs - will cause heavy traffic until behaviours and patterns change. Will officers remain steadfast in the implementation of the LTNs when traffic conditions will get worse before they get better?

In the short term there may be a slight increase in traffic to other roads while the scheme beds in. However, LTNs do not simply shift traffic from one place to another. Instead, over time we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking or cycling in the medium to long term.

Further remarks and suggestions

- *Great to hear about this initiative. I hope that overall greening and more trees can be an intrinsic part of this*
- *As Co-Chair of Friends of Brunswick Park and Roslyn Road Neighbourhood Watch Rep, I am happy to participate in the planning process and to encourage my community to engage with the process. Fully support LTN.*
- *Interesting on disabilities. I have to drive my son*
- *Good question about disability access. Currently, the parking half on the pavement that seems to be popular in Haringey is very discriminatory for pavement access*
- *Fountain Area Residents Association covering over 800 homes in the Eastern part of the proposed LTN also support the LTN proposal and would like to participate in any consultation: farasecretary@gmail.com*
- *Speeding the project up would be wonderful. It seems likely the benefits of LTN would be more immediately obvious to people in the summer /early autumn and more popular when more people are out on bikes and walking.*
- *I hope there's going to be a borough-wide approach to incorporate innovative proposals such as the Haringey Loop proposal from Haringey Cycle Campaign, to link all the borough's green spaces*
- *I think we should look at how best to ensure schemes can create more social spaces in our community*
- *I'm really concerned about increase in traffic going via Hermitage Road as a rat run to seven sisters road. It has a primary school and a very narrow pavement which is dangerous as it is, adding more traffic would be just insane!*
- *Many residents have flagged the need for a decent cycle route along St Ann's Road for the hospital, access to the park, and also the many schools in the area*
- *There are only 40 people. Restricting questions to the chat is the opposite of engagement*
- *I live on Stanmore Rd, N15 which has very bad rat-running traffic from through traffic.*

Haringey Streets for People

Tell us what you think
StAnnsLTN@
haringey.gov.uk

Public Consultation for St Ann's Low Traffic Neighbourhood



Haringey LONDON

INTRODUCTION

Dear residents and businesses,
We are writing to ask for your views on the Council's proposals to deliver changes that will improve air quality, reduce traffic levels and enable safer walking and cycling in the St Ann's LTN area.

As we emerge from the COVID-19 pandemic, how we move around the borough has never been more important. The Council declared a climate emergency in 2019 which places tackling climate change at the heart of all its decisions.

The pandemic has shown us that more people are choosing to walk or cycle and spend time in their local areas and we want to support our communities to make healthier local journeys and create cleaner, safer streets for all to enjoy.

The Council is embarking on an ambitious programme to increase rates of walking and cycling in the borough and to improve air quality through reducing through traffic in residential areas and encouraging shorter local journeys to be taken by more sustainable modes. The wider programme is set out in the Council's Draft Walking and Cycling Action Plan which will be launched for public consultation this Autumn 2021.



Two options are being consulted on: Option A and Option B

Option A removes all through traffic from the area, whilst Option B removes some north-south movements and all east-west movement through the area but maintains the existing through movements on Black Boy Lane, Cornwall Road and Avenue Road.

WHAT ARE LOW TRAFFIC NEIGHBOURHOODS?

Following engagement with local residents, stakeholders and schools we are proposing to introduce a trial Low Traffic Neighbourhood (LTN) in the St Ann's area. Subject to your feedback in this consultation, the St Ann's LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum of 18 months.

A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This reduces or eliminates through traffic in the area. Removing through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather. Access to all addresses for motor vehicles is maintained, but residents and visitors may have to drive further, or use a different road to access their address.

A Low Traffic Neighbourhood is created by introducing modal filters at strategic points in the neighbourhood. We are planning to complement this by introducing School Streets, additional pedestrian crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?
Areas of St Ann's suffer from high levels of through traffic (rat running). This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads in Option A, with some residential roads seeing a reduction in Option B.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing times to support children to walk and cycle to school safely and improve air quality outside the school gates.

We are proposing that the restrictions operate during the following dates and times:

- **Monday to Friday,** term time only (not including Bank Holidays), between
  - **8:30am and 9:30am**, and
  - **2:45pm and 3:45pm**

The following groups can apply for exemptions to the School Street:

- Residents who live within the School Street (2 per address)
- Blue Badge (Disabled) holders who require access to the street
- Businesses within the School Street (2 per address)
- Customers who require access to a business with an address in the School Street
- Pupils of the school that have a disability that prevents them from walking or cycling to school
- Medical practitioner attending someone with an address in the School Street
- School bus/vehicle (only the school may apply)

We are proposing to introduce these School Streets on a trial basis, to be reviewed after 12 months.

WHAT WE ARE PROPOSING

Modal Filters (trial)

These are points in the road that prevent motor vehicles from passing through, but allow walking, cycling and wheeling. The locations of the modal filters differ in Option A and Option B. Modal filters will either be physical or the road will be left open for emergency access and may be enforced by cameras.

As we are proposing a trial scheme, filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services.



Bus Gates

In Option A we are proposing to introduce a bus gate on Black Boy Lane– a type of modal filter where buses can also pass through.



The following proposals will be the same in both options.

Pedestrian Crossings

We are proposing to introduce three new Zebra crossings within the neighbourhood.



School Streets (trial)

We are proposing to introduce trial School Streets at two schools within the St Ann's LTN. These are timed road closures outside of schools, usually at drop off and pick up times only. Residents will still have access to their streets during these times.



Cycle Hangars

We are proposing to introduce 6 cycle hangars within the St Ann's neighbourhood. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.



For more FAQs related to the St Ann's LTN please visit:
www.haringey.gov.uk/low-traffic-neighbourhoods

HOW THIS MAY IMPACT YOU

- **Walking**
  quieter, safer streets
  (More in Option A than B).
- **Disabled access**
  there are no proposals to allow vehicles displaying a Blue Badge to drive through the filters but we want to hear from you if you feel you have a specific need that requires access.
- **Cycling and wheeling**
  quieter, safer streets
  (More in Option A than B).
- **Driving and parking**
  many journeys between the residential zones within the LTN will not be significantly affected, while others might be longer. Parking spaces will not be significantly affected.
- **Taxis**
  Taxis cannot pass through the filters but will still be able to access all streets. Walking routes to/from bus stops within the LTN will be quieter and safer (more in Option A than B).
- **Emergency access**
  not affected, with the exception of Clifton Road, where a different route will be necessary.

High Level Transport Assessment
The pandemic has made it difficult to capture normal levels of traffic using the area and the future remains uncertain. This makes it difficult to predict what future levels of traffic on the main roads surrounding the LTN will be. Using very limited data available, we estimate that by introducing Option A, we will be stopping about 1,900 motor vehicles in the morning rush hour and 2,900 in the evening rush hour from travelling through the LTN. If Option A is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant. In Option B the majority of through traffic will remain, with little or no impact on the wider network.

WHAT WE HAVE DONE SO FAR

February to March 2021: Engagement Stage 1: Early Engagement: We invited local residents and businesses to take part in an **online public survey and join us for an online public meeting. Letters** were sent to all addresses in the area and comments could be made by phone. We asked residents and businesses to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in St Ann's. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the St Ann's neighbourhood were:

- Traffic speeding
- Rat running traffic
- Traffic volume

The most common improvements suggested for the St Ann's neighbourhood were:

- Reduce traffic volume
- Reduce traffic speeds
- Increase traffic and speeding enforcement

May 2021: Engagement Stage 2: Community Design Workshops: We ran a series of **online public workshops** and **stakeholder meetings** for the St Ann's LTN. The public workshops were open to all residents in the project area, and were attended by over 60 people. **Letters** were sent to all addresses in the area

Attendees were able to comment on two design options for the St Ann's area, and raise any potential issues or suggestions about the design. Based on their feedback and following the high level transport assessment we progressed with one of the options presented which is Option A, and developed an alternative option, Option B. We also launched a Disabled People and Carers Survey which we encourage responses to. You can read more about the engagement at:
www.haringey.gov.uk/low-traffic-neighbourhoods

OPTION A

(See map, page 8-9)

In Option A we are proposing to introduce 9 modal filters at the following locations:

1. Emergency access modal filter on Clarendon Road (east of Avondale Road)
2. Emergency access modal filter on Woodlands Park Road (north of Conway Road)
3. A diagonal emergency access modal filter on Cranleigh Road (at the junction with Etherley Road)
4. A diagonal emergency access modal filter on Cornwall Road (at the junction with Falmer Road)
5. Emergency access modal filter on Avenue Road (north of Newsam Avenue)
6. Emergency access modal filter on Oulton Road (east of the junction with South Grove)
7. Emergency access modal filter on Culvert Road (east of the junction with Grove Road)
8. A bus gate on Black Boy Lane (between Cranleigh Road and Clarence Road)
9. A physical modal filter on Clinton Road (at the junction with West Green Road)

As part of Option A, we are proposing to change some of the permitted traffic movements;

- Park Road will be one-way eastbound (between Green Lanes and Harringay Road)
- Harringay Road will be one-way southbound (between Colina Road and Park Road)
- Etherley Road will be one-way southbound (between West Green Road and Conway Road)
- Cranleigh Road will be one-way westbound (between Black Boy Lane and Terront Road)
- Conway Road will be one-way westbound (between Etherley Road and Rowley Road)
- Falmer Road will be one-way westbound (between Cornwall Road and Clarence Road)
- Cornwall Road will be two-way (between St Ann's Road and Alexandra Road)
- Gorleston Road will be one-way westbound (between North Grove and Cornwall Road)
- Avenue Road will be two-way (between West Green Road and Newsam Avenue)
- Oulton Road will be two-way (between South Grove and Cissbury Road)
- Cissbury Road will be one-way northbound (between St Ann's Road and Oulton Road)
- The left turn will be banned from Seven Sisters Road into Suffield Road (for all traffic except emergency vehicles, buses and cyclists)

OPTION B

(See map, page 10-11)

In Option B we are proposing to introduce 9 modal filters at the following locations:

1. Emergency access modal filter on Clarendon Road (east of Avondale Road)
2. Emergency access modal filter on Woodlands Park Road (north of Conway Road)
3. Emergency access modal filter on Etherley Road (south of Cranleigh Road)
4. Emergency access modal filter on Cranleigh Road (west of access road near Black Boy Lane)
5. Emergency access modal filter on Etherley Road (west of Black Boy Lane)
6. Emergency access modal filter on Dagmar Road (west of Cornwall Road)
7. Emergency access modal filter on Falmer Road (west of Cornwall Road)
8. Emergency access modal filter on Culvert Road (east of Grove Road)
9. A physical modal filter on Clinton Road (at the junction with West Green Road)

As part of Option B, we are proposing to change some of the permitted traffic movements:

- Newsam Avenue will be one-way eastbound (between Avenue Road and South Grove)
- South Grove will be one-way southbound (between Newsam Avenue and Oulton Road)

Where trial modal filters are introduced or changes in traffic movements, we may need to remove or relocate 1 to 4 parking bays at each location.

ADDITIONAL MEASURES

We are also proposing to introduce School Streets, new crossings and cycle hangars across St Ann's under both Option A and Option B. The School Streets would be implemented as a trial similar to the LTN, but we are proposing to introduce bike hangars and crossings as permanent changes.

School Streets

1) West Green Primary School

Outside of West Green Primary School we are proposing to temporarily close a section of Woodlands Park Road between Clarendon Road and West Green Road. Woodlands Park Road will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents and businesses on Woodlands Park Road north of Clarendon Road and Culross Close will still be able to access their addresses during these times, as well as business customers.

2) St Ann's CE Primary School

Outside of St Ann's CE Primary School we are proposing to temporarily close a section of Avenue Road between St Ann's Road and Newsam Avenue. Avenue Road will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents and businesses on Avenue Road south of Newsam Avenue will still be able to access their addresses during these times, as well as business customers.

Pedestrian Crossings

We are proposing to introduce 3 new Zebra crossings within the neighbourhood. These are:

- **1)** A new Zebra crossing on St Ann's Road (west of the junction with Black Boy Lane)
- **2)** A new Zebra crossing on St Ann's Road ((between Suffolk Road and Grove Road)
- **3)** A new Zebra crossing on West Green Road (between Bedford Road and Lawrence Road)

Further design work will be needed to determine the exact location of the crossings.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the St Ann's LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

Local residents may rent a cycle hangar space by paying an annual fee and key deposit to Cyclehoop. For further information on cycle hangars and details of charges, visit: www.cyclehoop.com

We have received several requests for cycle hangars from residents across the area. Cycle hangars have been proposed on streets where we have received multiple requests.

We are proposing cycle hangars replace parking bays outside the following addresses:

- **1)** 59 Harringay Road
- **2)** 13 Terront Road
- **3)** 118 Roslyn Road
- **4)** 201 Cornwall Road
- **5)** 31 Elmar Road
- **6)** 7 Grove Road

ST ANN'S LTN | OPTION A



KEY

- Existing modal filter
- Proposed modal filter
- Proposed modal filter with bus gate
- Proposed physical modal filter
- Existing one-way street
- Proposed new traffic movement
- Existing School Street
- Proposed School Street
- Proposed Zebra crossing
- Proposed cycle hangar
- Proposed banned left turn from Seven Sisters Rd to Suffield Rd
- Access from Green Lanes/St Ann's Rd
- Access from St Ann's Rd
- Access from St Ann's Rd
- Access from St Ann's Rd
- Access from St Ann's Rd
- Access from Seven Sisters Rd
- Access from Seven Sisters Rd
- Access from West Green Rd
- Access from West Green Rd
- Access from West Green Rd
- Access from West Green Rd
- Access from West Green Rd

Makes all streets within the LTN quieter, healthier and cleaner

Improves air quality across the LTN, in particular on School Streets

Improves Road Safety on all roads within the LTN

Enables local people to walk, cycle, play and live healthier lives on all streets within the LTN

Stops through traffic, in particular on Woodlands Park Road, Black Boy Lane, Avenue Road and Cornwall Road with traffic reassigning onto the wider network

Enables all local children to walk, wheel or cycle to school – reducing school run traffic while improving health, air quality and safety

Enables Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041

OPTION B

ST ANN'S LTN | OPTION B



KEY

- Existing modal filter
- Proposed modal filter
- Proposed physical modal filter
- Existing one-way street
- Proposed new traffic movement
- Retained through routes
- Existing School Street
- Proposed School Street
- Proposed Zebra crossing
- Proposed cycle hangar

- Access from Green Lanes/St Ann's Rd
- Access from St Ann's Rd
- Access from Cornwall Rd/Avenue Rd
- Access from St Ann's Rd/Avenue Rd
- Access from St Ann's Rd
- Access from Seven Sisters Rd
- Access from Seven Sisters Rd
- Access from West Green Rd
- Access from West Green Rd/Avenue Rd
- Access from Avenue Rd
- Access from West Green Rd/ Black Boy Ln
- Access from West Green Rd
- Access from West Green Rd

Makes some streets within the LTN quieter, healthier and cleaner

Improves air quality in some areas of the LTN, in particular on School Streets

Improves Road Safety on roads where traffic had reduced

Enables local people to walk, cycle, play and live healthier lives on most streets within the LTN

Retains through traffic on Black Boy Lane, Avenue Road and Cornwall Road with little or no traffic reassigning onto the wider network with some benefits to other streets within the area

Enables most local children to walk, wheel or cycle to school – reducing school run traffic while improving health, air quality and safety

Enables Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041

WHAT HAPPENS NEXT?

Your feedback to this consultation will help shape the changes we are proposing for the area and the phasing of the next steps:

AUTUMN 2021: Decision on next steps
We will consider your consultation feedback to decide on the next steps.

AUTUMN 2021: Update
We will notify all residents and businesses on the outcome of the consultation.

AUTUMN/WINTER 2021: Trial Implementation (subject to your consultation feedback) and start of 6 months formal consultation
- Modal filters and School Street proposals implemented as trial changes under an experimental traffic order
- Cycle hangars and new crossings implemented as permanent measures

EARLY 2022 - SUMMER 2022: Monitoring
Ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.

AUTUMN 2022: Review
Review of feedback and monitoring data to consider whether to make the trial changes permanent.

AUTUMN/WINTER 2022: Decision
Decision on whether to make the trial changes permanent.

AUTUMN/WINTER 2022: Update
We will notify all residents on the outcome of the decision and the next steps.

HAVE YOUR SAY

We want to hear your views on the changes we are proposing for the area and the phasing. You can have your say online or by filing in the paper copy of the survey. **Please submit your response to this consultation no later than 17th September 2021. You can do this via one of the following three options below:**

Online
fill in a questionnaire for the St Ann's LTN which is found by following this link:
www.haringey.gov.uk/low-traffic-neighbourhoods

Post
fill in your paper copy of the questionnaire and return it to the freepost address: **Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 225 High Road, Wood Green, N22 8HQ**

E-mail
Fill in the questionnaire and email it to:
StAnnsLTN@haringey.gov.uk

In person
Visit one of the libraries below to fill in the questionnaire in person. You can also leave the completed questionnaire at the same library.
Marcus Garvey Library, 1 Philip Lane, N15 4JA
Coombes Croft Library, 4 High Road, N17 8AG
St Ann's Library, Cissbury Road, N15 5PU
Alexandra Park Library, Alexandra Park Road, N22 7UJ
Wood Green Library, 187-197A High Road, N22 6XD

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St Ann's Low Traffic Neighbourhood

High Level Transport Assessment

August 2021

Haringey LONDON
haringey.gov.uk

NRP
NORMAN ROURKE PRYME

Introduction

- A Low Traffic Neighbourhood (LTN) is where traffic movements across an area are restricted for motor vehicles, because residential streets are being used as through routes instead of the main roads, which is often referred to as rat-running. Introducing a LTN helps to create safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather.
- This is done by introducing modal filters (road closed to motor vehicles) at strategic points in the LTN, along with a series of changes to permitted motor traffic movements e.g. one-way roads converted to two-way, or vice versa.
- Two options are being considered for the St Ann's LTN.
    - Option A - rat-running/through motor traffic has been eliminated from the area in both the north/south and east/west directions. This includes stopping through motor traffic between St Ann's Road and West Green Road that currently uses Black Boy Lane, Cornwall Road, Avenue Road and Woodlands Park Road, which carry the highest volumes of traffic in the area. Some roads such as Suffield Road and Harringay Road remain open as they are roads linking the strategic road network. Westerfield Road also remains open under the proposals to retain access to a car park.
    - Option B - east/west movements through the area have been restricted for motor traffic but the north/south through movements on the roads listed above have been retained.
- Access to all addresses for all vehicles is maintained in both options, but residents and visitors may have to drive further, or use a different road to access their address.
- Emergency vehicles will be permitted through all modal filters in both schemes except the proposed model filter on Clinton Road. The bus routes on Black Boy Lane will also be permitted through the modal filter in Option A, with the road remaining open to all traffic in Option B.

Introduction

- The LTN measures will be implemented as a trial so that detailed monitoring of the impacts can be assessed, once the scheme is in place and changes can be made in the first 12 months to make the area work better.
- The following slides provide an assessment of the potential impacts on motor traffic as a result of the implementation of Option A.
- Retaining the north/south movements in Option B will see little or no impact on the wider network but this will also reduce the benefits within the area.
- Through, or rat-running traffic is traffic passing through an area that does not have a start point (origin) or end point (destination) in the area, and is therefore simply passing through, because the route represents the quickest journey. These types of trips have increased over recent years with the use of mapping software such as Google Maps and Waze, directing traffic away from strategic roads and onto minor roads, which in some cases are not suitable for the volumes of motor traffic they are currently experiencing.
- Due to the COVID-19 pandemic it has not been possible to capture normal levels of traffic passing through the LTN area, using origin and destination surveys. Therefore, historic telematics data from 2019 (pre-COVID-19) has been used to undertake an assessment of rat-running routes through the LTN.
- The telematics data is taken from insurance companies that record driver travel behaviour. Approximately 7% of insured private car owners are monitored, and a significant proportion of that information is available. This data is then factored up based on other available traffic surveys to provide an estimate of the total number of rat-running traffic through an area.
- This data has been used to assess the potential impacts during the AM rush hour (8-9am) and PM rush hour (5-6pm) of Option A.

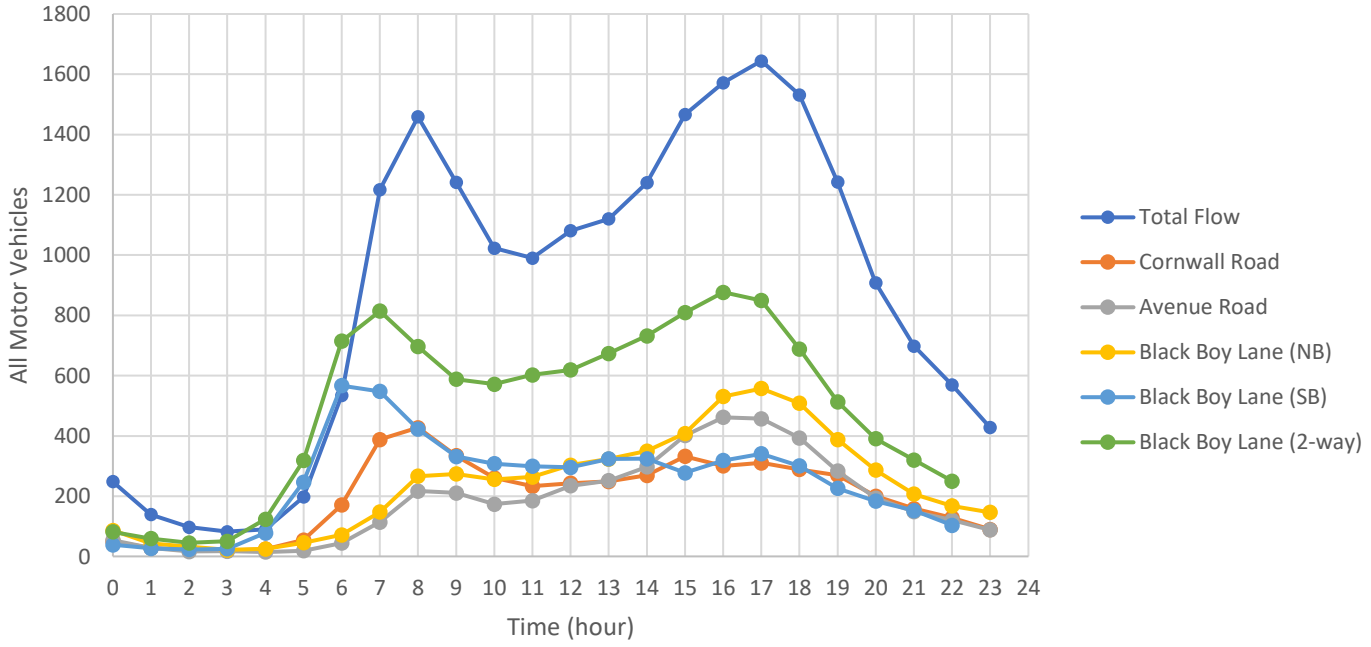
Introduction

- Using this limited data available, we anticipate that that by introducing Option A, we will be stopping approximately 20,000 motor vehicles in a 12-hour period (7am-7pm), (approximately 2,000 in the morning rush hour and 3,000 in the evening rush hour) from traveling through the LTN.
- This represents approximately 70-75% of motor traffic travelling between 7am and 7pm within the LTN area.
- If the Option A trial is introduced, we expect some of this motor traffic will divert to the main roads surrounding the LTN (boundary roads) and possibly beyond as they seek alternative routes. This is likely to lead to an increase in motor traffic on the main roads, at least until things settle down.
- Experience from other LTN's introduced in London in 2020 has shown that after a few months of 'settling in period', the overall traffic levels reduced. The evidence suggests that some drivers shift to other modes like walking, cycling or using public transport or travel at different times of the day or have stopped/reduced commuting (e.g. work from home).
- This assessment is only a prediction, the detailed monitoring surveys being carried out over a 6-12 month period, once the trial scheme is implemented, will provide an accurate understanding of the impacts of the scheme. This will be compared to baseline surveys that are being carried out in September 2021. The monitoring will include capturing data on traffic and pedestrian flows, bus journey times, emergency service response times and air quality.

Weekday Daily Flow Profiles

The graph below shows the traffic volumes throughout the day on the three main corridors – Black Boy Lane, Avenue Road, Cornwall Road. The following conclusions can be drawn from the graph.

- Black Boy Lane is the busiest corridor in the area.
- The weekday peak periods are 8am and 5pm, with the PM peak the busiest period of the day.
- Outside of the peak periods the traffic volumes reduce and therefore the impact of any traffic reassignment will be less.



Reassignment assessment

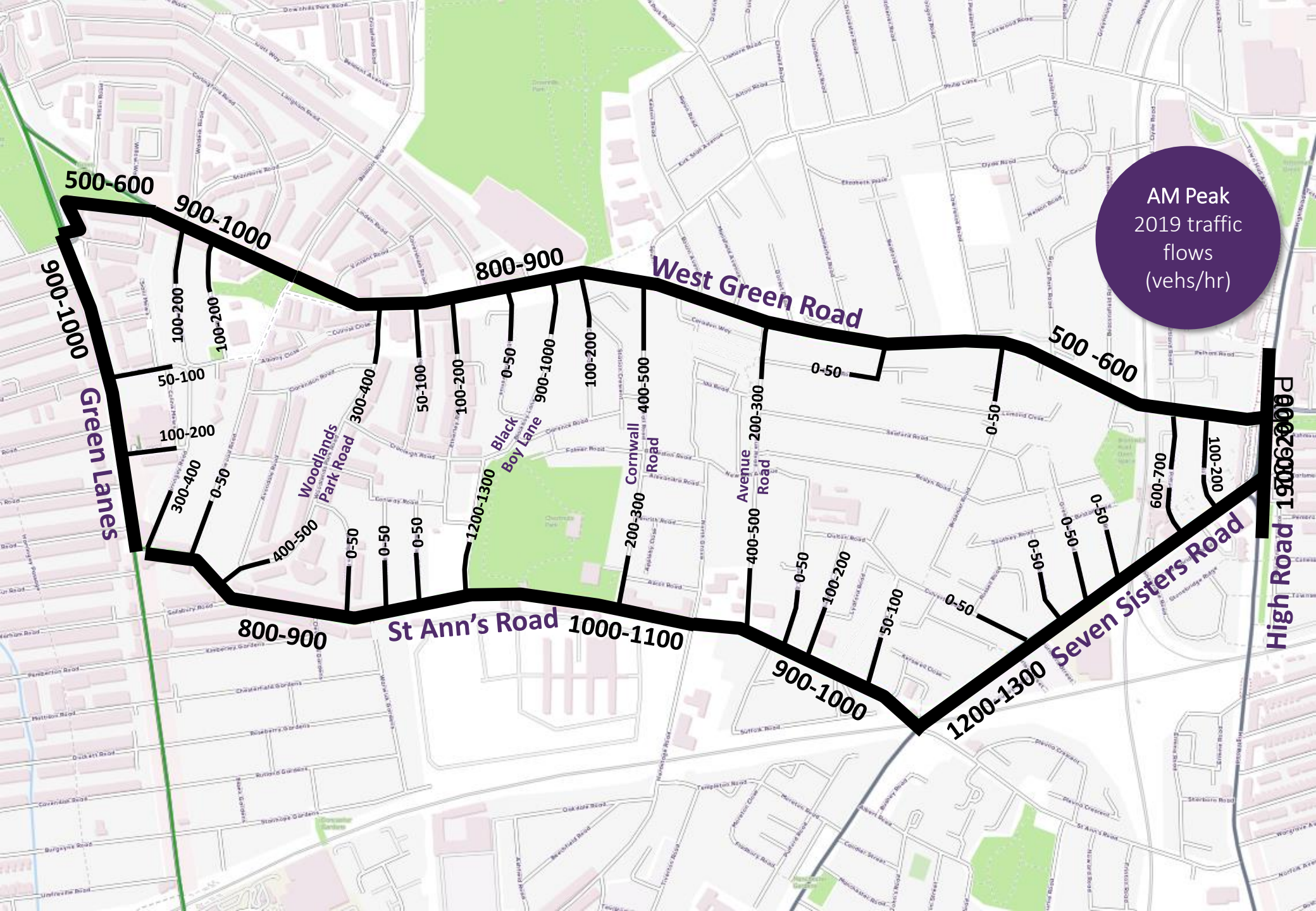
- For Option A, assumptions have been made on the alternative routes motor traffic will make, if the routes through the LTN are no longer permitted. From the available data, it is not possible to understand the start and end point of all journeys, the data just tells us the entry and exit points through the LTN.
- Therefore, assumptions have been made on alternative routes based on engineering judgement and using tools such as Google Maps to look at average journey times for alternative routes, with the motor traffic reassigned onto the nearest available route.
- For some reassigned routes, traffic will reduce on some sections of the boundary roads, whilst increasing on other roads.

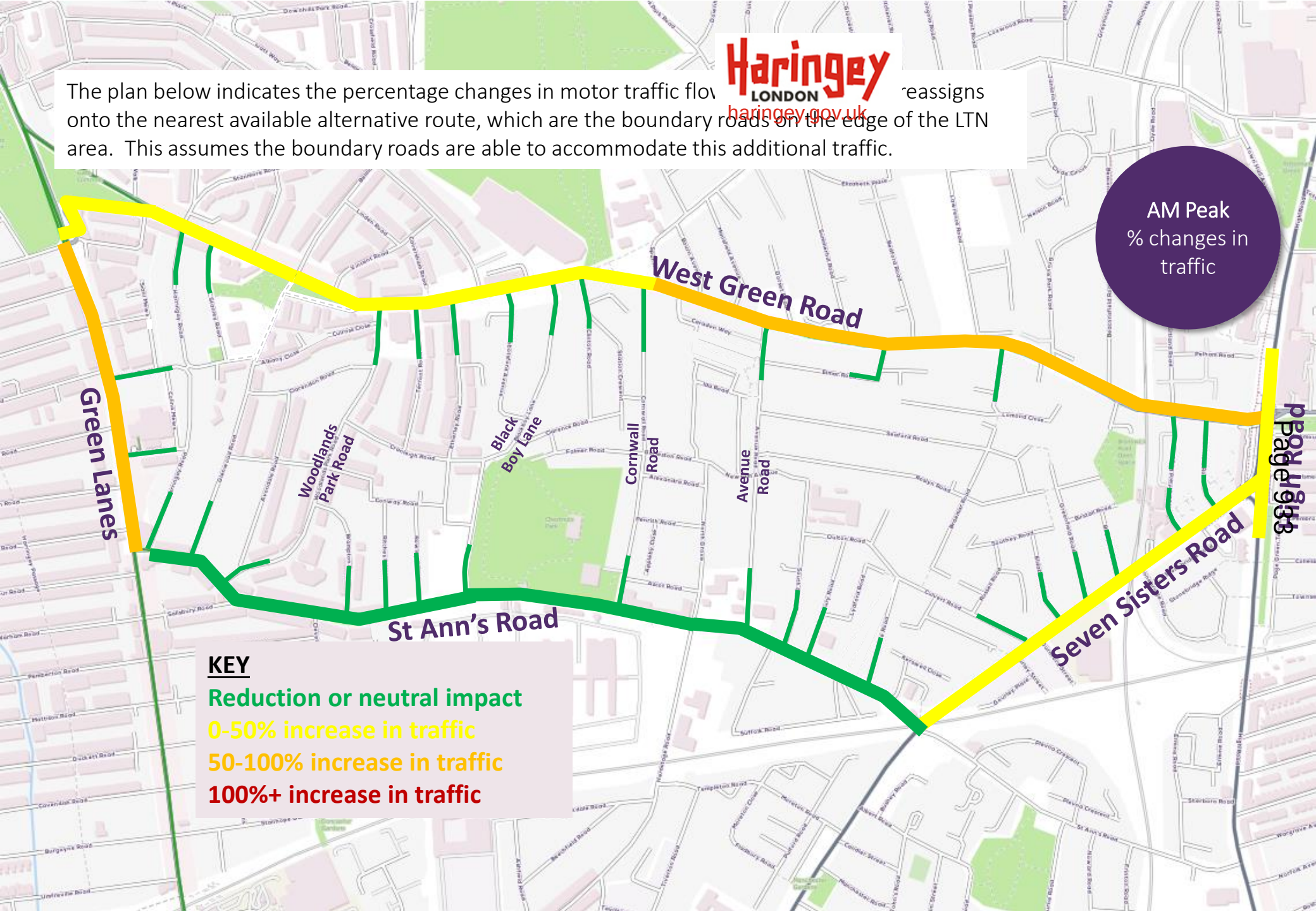


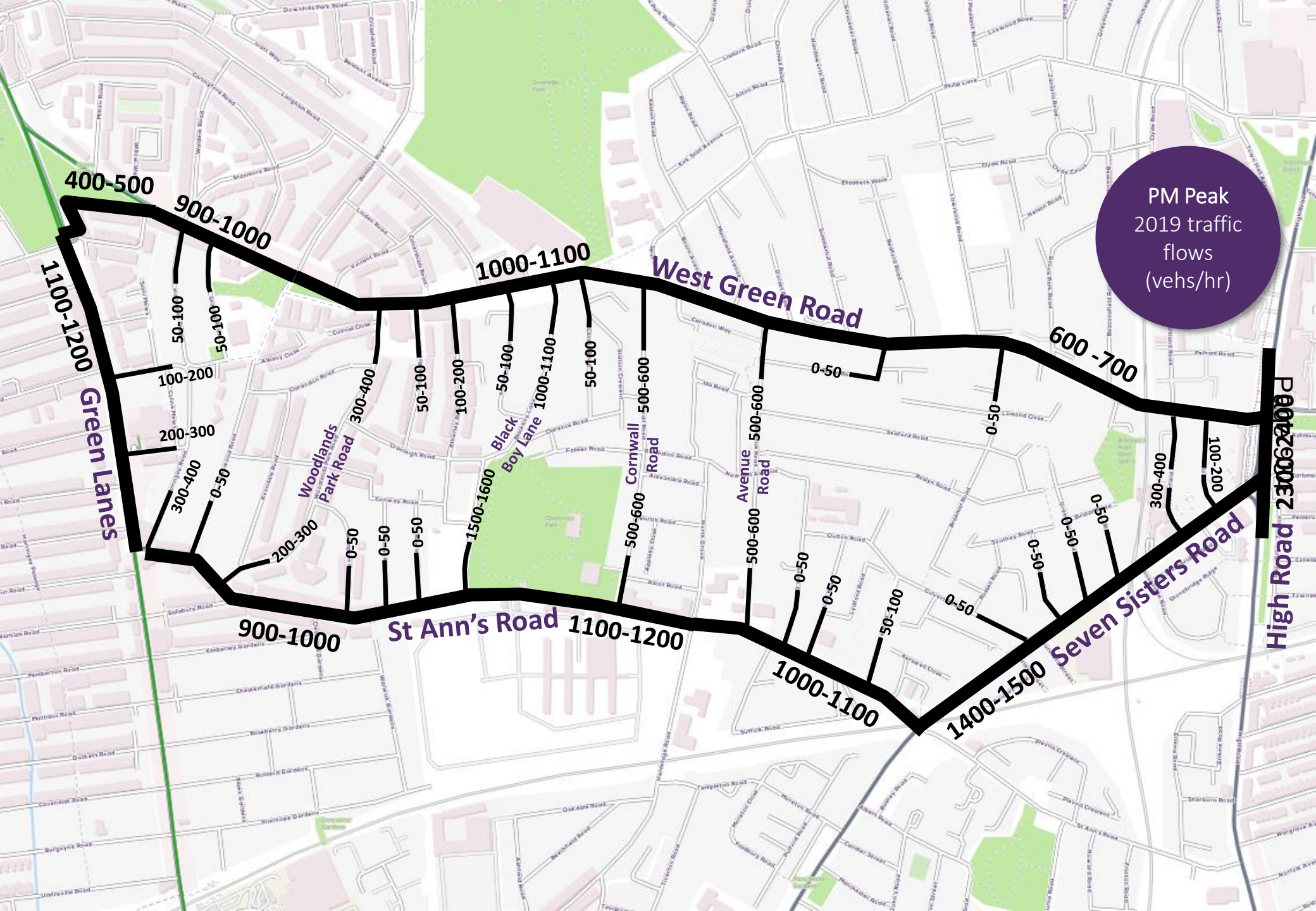
- In some cases motor traffic has been split, with an example shown in the figure. In this example, motor traffic travelling northbound on Black Boy Lane that originated from Green Lanes may divert via Green Lanes and West Green Road, or via St Ann's Road and Seven Sisters Road, so the rerouted motor traffic has been split between these proposed routes.

Reassignment assessment

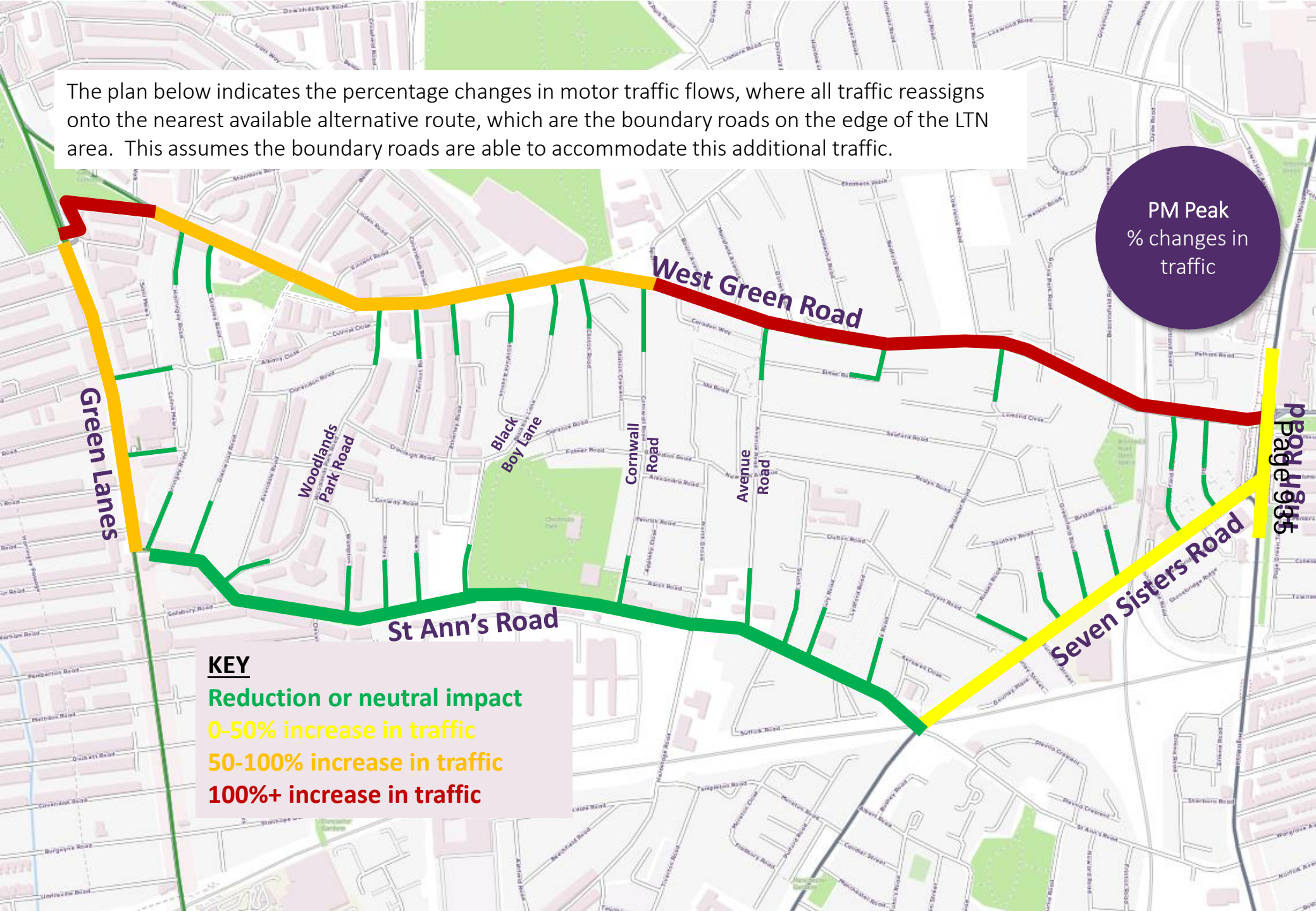
- For the purposes of this high level assessment a 'worst case scenario' has been assumed showing the impacts on the boundary roads if all motor traffic reassigns. However, evidence from other similar LTN schemes across London has shown an overall reduction in motor traffic in those areas, for the following reasons:
  - People choose to travel by different mode – bus, walk, cycle or not travel at all.
  - People link their trips, e.g. rather than going to the shops and back, or work and back, they will combine trips reducing the overall number of vehicles on the road.
  - People on longer trips choose other strategic routes outside the area.
  - People choose to travel at different times of the day.
- The boundary roads are already busy at peak times so can only take a limited amount of additional motor traffic and therefore additional motor traffic beyond that limit will disperse onto the wider network.
- Borough and London wide strategies will also support a mode shift away from the private car, such as the ULEZ extension, Haringey's Walking and Cycling Action Plan and Car Club/Shared Mobility and the Mayor of London's Transport Strategy.
- The COVID-19 pandemic is also likely to affect how people work and commute, with more home working for example, which may reduce traffic across the network.
- There is already a trend across the Borough that the proportion of residents choosing to own a car is falling and this is expected to continue.


AM Peak
2019 traffic flows (vehs/hr)
500-600
900-1000
800-900
West Green Road
500 -600
900-1000
Green Lanes
100-200
100-200
50-100
100-200
300-400
0-50
400-500
Woodlands Park Road
300-400
50-100
100-200
0-50
0-50
0-50
1200-1300
Black Boy Lane
900-1000
100-200
Cornwall Road
400-500
200-300
0-50
Avenue Road
200-300
400-500
0-50
100-200
50-100
0-50
0-50
0-50
0-50
600-700
100-200
1900-2000
High Road
800-900
St Ann's Road
1000-1100
900-1000
1200-1300
Seven Sisters Road


The plan below indicates the percentage changes in motor traffic flo reassigns onto the nearest available alternative route, which are the boundary roads on the edge of the LTN area. This assumes the boundary roads are able to accommodate this additional traffic.
Haringey
LONDON
haringey.gov.uk
AM Peak
% changes in traffic
West Green Road
Green Lanes
Woodlands Park Road
Black Boy Lane
Cornwall Road
Avenue Road
Seven Sisters Road
St Ann's Road
Page 938
KEY
Reduction or neutral impact
0-50% increase in traffic
50-100% increase in traffic
100%+ increase in traffic

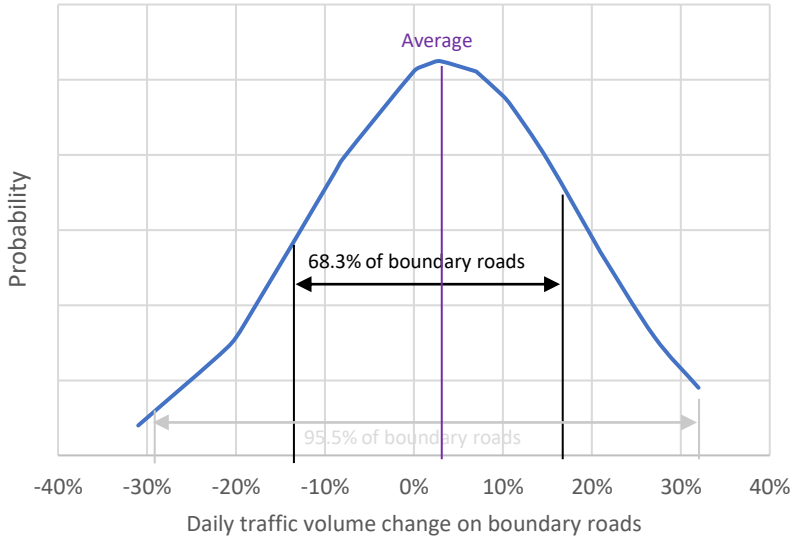

PM Peak
2019 traffic flows (vehs/hr)
400-500
900-1000
1000-1100
West Green Road
600 -700
1100-1200
Green Lanes
50-100
50-100
100-200
200-300
300-400
0-50
300-400
50-100
100-200
50-100
1000-1100
50-100
500-600
0-50
500-600
0-50
300-400
100-200
Woodlands Park Road
Black Boy Lane
Cornwall Road
Avenue Road
200-300
0-50
0-50
0-50
1500-1600
500-600
500-600
0-50
0-50
50-100
0-50
0-50
0-50
0-50
900-1000
St Ann's Road
1100-1200
1000-1100
1400-1500
Seven Sisters Road
High Road
2300-2400

The plan below indicates the percentage changes in motor traffic flows, where all traffic reassigns onto the nearest available alternative route, which are the boundary roads on the edge of the LTN area. This assumes the boundary roads are able to accommodate this additional traffic.



Potential impact on boundary roads

- The plans on the previous slides show that some boundary roads are likely to see decreases and some roads likely to see increases in traffic, with all the internal roads expected to see a reduction or neutral impact as a result of the scheme.
- Analysis undertaken by Sustrans on 6 LTN trials across London shows that, after 6 months, significant change in travel patterns takes place.
    - After 6 months, traffic volumes on boundary roads have been a mixed picture.
    - On average, daily traffic volumes on boundary roads increased by 3% compared to before the trial.
    - In the worst, case daily traffic flow on one boundary road increased by 32%.
    - In the best, case daily traffic flow on one boundary road saw a reduction of 31%.



N.B. Data based on 6 months monitoring reports across 6 trial schemes, for a total of 21 boundary roads. Data has been adjusted to account for underlying changes in traffic volumes due to COVID-19.
The 6 schemes are: Walthamstow Village, St Peter's, Canonbury East, Railton, Oval and Tulse Hill.

Graphic supplied by Sustrans.

Potential impact on boundary roads

- In the short-term, until conditions settle down, Green Lanes is likely to see the highest increase in traffic. In reality, Green Lanes and the other boundary roads may not accommodate all the potential additional motor traffic in the peak hours and this is where motor traffic may reassign onto the wider network, people choose to travel outside of the peak times, or via a different mode.
- Extensive monitoring will be undertaken on the local and wider area during the trial to monitor these roads. A separate study is being carried out in the wider area including Green Lanes, the Ladder Streets, Wightman Road to look at improvements in this area that will factor in any impacts of the LTN.

Impact of Bruce Grove LTN

- There is also a LTN for the Bruce Grove area that the Council is looking to implement at the same time.
- It is likely that if both schemes are implemented at the same time with Option A for St Ann's, the impacts on West Green Road may reduce, with motor traffic reassigning onto the wider network before it reaches the St Ann's area.

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EQUALITY IMPACT ASSESSMENT

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

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advancing equality of opportunity 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.

1. Responsibility for the Equality Impact Assessment	
Name of proposal	St Ann's Low Traffic Neighbourhood
Service area	Housing, Regeneration and Planning
Officer completing assessment	Ying Wu (external support)
Equalities/ HR Advisor	Norman Rourke Pryme (external support)
Cabinet meeting date (if applicable)	N/A

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*

Proposal:
A Low Traffic Neighbourhood (LTN) scheme is proposed for the St Ann's area, in the London Borough of Haringey. A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This reduces or eliminates through traffic in the area. Removing through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle, gather and play in a healthier environment. Access to all addresses for motor vehicles is maintained, but some residents and visitors may have to drive further, or use a different road to access their address.

This Equality Impact Assessment has helped to shape the Council's approach to engagement and consultation. It has ensured the Council will consider all groups with protected characteristics during the consultation. The EQIA is a live document, meaning that insights gained from feedback during the consultation process will further inform the analysis, in addition to the desktop research already carried out.

These insights will then inform the Council's approach to implementation. Subject to feedback from the consultation and review by Cabinet, informed by an updated EQIA, the St. Ann's LTN will be implemented on a trial basis, in late 2021. Subject to further review in late 2022, a decision will be made on whether to make the trial changes permanent or not.

Areas of St Ann's suffer from high levels of through traffic (rat running). This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads in Option A, with some residential roads seeing a reduction in Option B.
Through motor traffic will be restricted at key points on certain streets using modal filters to prevent or to discourage vehicles driving through the neighbourhood, which would reduce rat running and air pollution. Modal filters are points in the road that prevent motor vehicles from passing through, but allow walking, cycling, and wheeling. Residents with cars will still be able to access their homes. Modal filters proposed during the consultation phase will either be physical, or the road will be left open for emergency access and may be enforced by cameras. As we are proposing a trial scheme, modal filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services. Two options are being proposed for the St Ann's area which the public are being asked to give their views on. The 2 options, A and B, can be viewed online at https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey. For both options, all but one of the modal filters will also allow emergency vehicles. In addition, in Option A, a bus gate, which is a type of modal filter where buses can also pass through, is introduced at a single location (Black Boy Lane) to allow buses to drive through the modal filter. Option A will eliminate all through traffic from the entire LTN area, while Option B eliminates only east-west through traffic and some north-south through traffic to the west of the LTN area.

LTNs reduced traffic injury risk by 70% on roads within the LTNs for pedestrians, cyclists, and car occupants alike according to London's Low Traffic Neighbourhoods: an emerging

evidence base, 2021[1].

This Equality Impact Assessment report is a live document that will be continued to be developed throughout the ongoing consultation, implementation, and monitoring phases to ensure all groups are considered at all stages of the LTN design and delivery.

Stakeholders Affected:
Everyone living in or who travels through St Ann's LTN area and surrounding areas would be affected by the proposal. Please refer to Option A and B maps at https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey/low-traffic-neighbourhoods-public-consultation. Vehicle access to all properties within the area will be maintained under both options, albeit the schemes will result in changes to motor vehicle access routes for some drivers. Both options will also deliver multiple benefits, of varying degrees, for various non-motorised users, as described throughout the Equality Impact Assessment (EqIA) report.

LTN Decision-making Route:
The council has carried out community engagement exercises which are explained on the council's LTN webpage. The feedback received from the public and local stakeholders have helped develop the St Ann's LTN proposals. The engagement provided a range of channels (online and offline) to provide feedback. A comprehensive stakeholder mapping exercise has been undertaken to ensure groups representing those with protected characteristics are able to engage.

This included an interactive online engagement map and survey conducted from 4 February to 7 March 2021 which gathered views from the community on the existing issues within the St Ann's LTN area and an opportunity to suggest improvements. There was also an opportunity to email feedback to the project team and to leave a message on a dedicated answer phone. An online public meeting was also held on 2 March 2021 to engage people and hear their views on introducing an LTN project across the St Ann's area. An FAQ document was developed based on the public meeting to give the community a greater understanding of an LTN-type scheme and the associated benefits. Further engagements including a Disability Workshop (19 May 2021), 2 x Public Workshops (24 & 24 May 2021) and a Stakeholder Early Engagement Workshop (15 June 2021) have also been held online.

Community stakeholder groups, including those for each protected group of service users, were identified and invited to participate in the workshops and additional online meetings; these included parents and teachers of schools in the LTN areas, disability and access groups, the emergency services and our strategic transport partners, Transport for London, neighbouring councils and GTR railway.

A further online survey had taken place from 10 May 2021 to 6 August 2021 which focused specifically on disabled people and carers, with paper copies also sent to the Blue Badge holders and various representative groups in the area.

[1] https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/60003fabf3791928a02b707f/1610629036655/LTN+Briefing_FINAL.pdf

Unfortunately, due to Covid-19 restrictions and precautions, face-to-face engagement activities have been minimised. However, the following were provided to enable early engagement with those not able to participate in the on-line activities:

- Newsletter/maildrop for local residents and businesses
- Letters/emails to stakeholders

The following additional tools will also be provided to residents during the public consultation on the design options, with multiple opportunities to provide feedback on the evolving proposals for the St Ann's LTN project:

- The option to request consultation materials in different languages or in braille;
- Individuals are able to request a telephone call to discuss the proposals and printed copies of the materials presented.
- Sub-titling for online events if requested by anyone who is hard of hearing will continue;
- A postal address will be provided so individuals can still provide feedback who are not able to submit these online;
- Any locations where physical consultation materials are available will be in accessible locations; and
- Translation and sign language options offered on request.

The feedback has been used to develop the two St Ann's LTN options, referred to as Option A and Option B. Please refer to Option A and B maps at https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey. If Option A is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Consultation is being held in mid-August to early-September 2021 to enable residents, stakeholders and those travelling through the proposed LTN area and affected adjacent areas to comment on both schemes. Consultation materials which include a leaflet summarising the proposed options and a questionnaire will be posted to all the households and premises within the scheme area and adjacent. These will outline the St Ann's LTN options and associated impacts and ask for feedback on the proposals. The public consultation will also include the following activities:

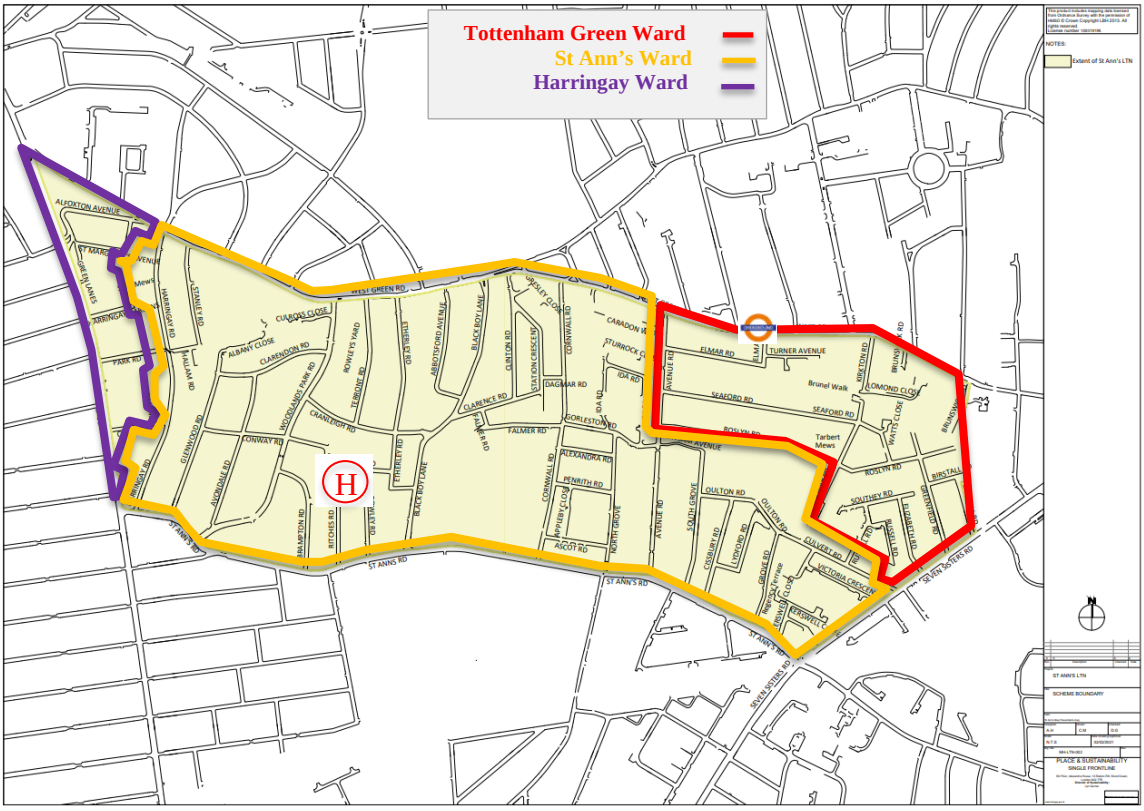
- Further stakeholder meetings, including schools, emergency services and access groups,
- All Haringey Councillors, MPs and London Assembly Member briefings;
- A disability specific stakeholder session, which may include an on-street element
- Permanent display and consultation material available at St Ann's Library, which a means for individuals to drop off comment forms;
- Pop-up session including those at school gates.
- Survey in physical and digital (Snap) form
- On-line accessible formats for all documents

All feedback will be considered and analysed alongside other information and reported to Cabinet for a decision on whether to implement either of the proposed options or an alternative option based on the community feedback. If approved, proposals will be implemented in late 2021, as follows:

- The main traffic measures (modal filters, changes in permitted traffic movements, banned turns etc.) and School Street proposals will be implemented under an Experimental Traffic Order (ETO) for a period of 12 months; and
- Complementary measures including Zebra crossings and cycle hangars will be implemented as permanent changes.

A high level traffic assessment has been carried out and is available on the project website, which has addressed the potential traffic impact issues. During the trial period, traffic volumes, traffic speeds, air quality, road collisions, and other data will be monitored while the scheme is in place, and there will be opportunity to adjust the scheme if necessary. An online perception survey will also be used to gain feedback from the public on the impacts of the scheme once implemented. During the trial period, the community will be able to provide further feedback. Traffic volumes and air quality will also be monitored in the LTN area and boundary roads. This information, along with any other community feedback received, will be taken into consideration in making a decision as to whether or not to make the traffic management changes permanent at the end of the trial period. The community will then be notified of the decision.

Project area:



The map can also be accessed in a larger format on our website:
https://www.haringey.gov.uk/sites/haringeygovuk/files/st_anns_ltn_map.pdf

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* https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf *Ward level Equalities data 2011 Census*	*N/A*
Gender Reassignment	*Not Available*	*N/A*
Age	*Haringey Equalities Profile* https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf *Ward level Equalities data 2011 Census*	*N/A*
Disability	*Haringey Equalities Profile* https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf *Ward level Equalities data 2011 Census*	*N/A*
Race & Ethnicity	*Haringey Equalities Profile* https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf *Ward level Equalities data 2011 Census*	*N/A*
Sexual Orientation	*Haringey Equalities Profile* https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf *Ward level Equalities data 2011 Census*	*N/A*
Religion or Belief (or No Belief)	*Haringey Equalities Profile* https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf *Ward level Equalities data 2011 Census*	*N/A*
Pregnancy & Maternity	*Not Available*	*N/A*
Marriage and Civil Partnership	*Haringey Equalities Profile* https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf *Ward level Equalities data 2011 Census*	*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.

St Ann's LTN project covers not only St Ann's ward, but also sections of Harringay and Tottenham Green wards. For that reason, information from the Census 2011 has been gathered on each protected group for each of these wards and for Haringey borough as a whole.

Sex:
It is important that any designs ensure that the needs of both genders are taken into account, and any victimisation of women is not only avoided, but if possible reduced by the design. In order to achieve this, it will be important to meaningfully involve women in the design.

Gender	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Male	51.5%	51.4%	49.2%	49.5%	49.3%
Female	48.5%	48.6%	50.8%	50.5%	50.7%

St Ann's ward has 51.5% of men and a slightly lower proportion of women at 48.5%.
For Harringay ward there is 51.4% of male and a 50.5% of women.
Tottenham Green's overall population consists of 49.2% of men and 50.8% of women.

LB Haringey has 49.5% of men and 50.5% of women. Haringey's men to women ratio is in line with the rest of London.

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by women (95 per cent walk at least once a week). Women are also more likely to use buses than men (62% compared with 56%) but are less likely to use other types of transport including the Tube (38% of women compared with 43% of men).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3[2]. This pattern however is reversed amongst older adults, with older women Londoners taking fewer weekday trips than older men Londoners, 2.0 compared to 2.2. It is important to recognise that women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.

Females aged 17 or over who are living in London are less likely than men to have a full driving licence (58% compared with 72%) or have access to a car (63% of all women compared with 66% of all males). These factors are likely to be related to the frequency of car use as a driver.

Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, the improvements that both options are delivering in safety and convenience to these networks could improve their access to public transport services.

[2] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

79% of women in London report being able to ride a bike, compared with 91% of males[3]. Increasing residents' access to favourable cycling conditions is likely to benefit women, particularly due to higher number of trips they make on a daily basis compared to men, as well as their role in taking children to and from educational and recreational facilities. The proposals would reduce a significant barrier to cycling.

Reduction of through-traffic will reduce the risk of road traffic collisions, which would benefit pedestrians particularly pregnant women with infants and/or young children. This will also provide benefits to women travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

2 public design workshops (24 & 25 May 2021) and a stakeholder event (15 June 2021) were held, which Haringey Women's Forum was invited to participate in. They will also be contacted and encouraged to take part during the future consultation phases.

Gender Reassignment:
Census data is not available for Gender Reassignment. As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have an impact on Gender Reassignment group.

LGBTQ organisations and network have been invited to the engagement events and contacted to find inclusive ways to engage, to ensure they are safe and feel welcomed and comfortable in any engagement sessions. They have been notified of the public consultation will be encouraged to take part during the future consultation phases.

Sexual Orientation
Census data does not provide information on sexual orientation, however 3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013 (ONS Integrated Household Survey[4] . If the same ratio was assumed, in St Ann's ward this would equate to 468 residents, Harringay ward 424 residents and Tottenham Green ward 466 Residents. For Haringey as a borough this would equate to 6,491 residents.

LGBTQ organisations and network have been invited to the engagement events and contacted to find inclusive ways to engage, to ensure they are safe and feel welcomed and comfortable in any engagement sessions. They will also be contacted and encouraged to take part during the future consultation phases.

Age:
It is essential to ensure the input of children, young people, and the elderly to ensure the designs are accessible, safe, and suitable for them.

There are community groups and organisations targeted at specific age groups that have been contacted and invited to participate in the engagement. These include a number of schools in the area which have been directly approached to help engage them in the process. Care homes and groups representing the elderly were invited to participate in

[3] http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf
[4] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

engagement. Phone call engagements have been offered to all residents unable to provide feedback online during the consultation. All residents are also able to post their feedback.

Feedback received throughout the engagement to date has been monitored to ensure the views of these groups have been considered.

Age	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
0-4	6.9	6.4	7.4	7.1	6.2
5-9	5.4	4.1	5.9	6.2	5.6
10-14	4.9	3.6	6.0	6.0	5.8
15-19	5.0	3.7	6.1	5.6	6.3
20-24	9.4	10.3	8.3	7.4	6.8
25-29	12.7	16.1	11.1	11.0	6.8
30-34	13.2	14.8	10.5	11.2	6.6
35-39	9.4	9.3	8.5	8.9	6.7
40-44	7.2	7.7	8.7	7.9	7.3
45-49	6.2	6.0	6.9	6.9	7.3
50-54	4.5	4.2	5.0	5.3	6.4
55-59	3.7	3.4	4.1	4.2	5.7
60-64	3.0	2.9	3.3	3.6	6.0
65-69	2.4	2.0	2.5	2.6	4.8
70-74	2.4	2.1	2.4	2.3	3.9
75-79	1.8	1.7	1.7	1.8	3.2
80-84	1.0	1.2	0.9	1.1	2.4
85-89	0.6	0.4	0.4	0.6	1.5
90+	0.3	0.1	0.3	0.3	0.8

St Ann's wards' overall population spread closely mirrors that seen in Haringey borough more widely, with those aged 20-44 making up the largest proportion of residents (51.9%), and those aged 65+ making up the smallest proportion (8.5%). Those aged 0-19 make up 22.2% of the population.

Harringay ward's overall population spread is narrower than that seen in Haringey with those aged 20-44 making up the largest proportion of residents (58.2%, the largest proportion in the borough), and those aged 0-19 making up the smallest proportion (17.8%, the smallest in the borough). In Harringay ward the 20-44 age group is much more prominent than the wider borough average. By contrast, the ward has among the smallest proportions of 0-19 years' olds, 45-59 years' olds, and 65+ years' olds of all Haringey wards.

Tottenham Green ward's overall population spread is in line with that seen in Haringey more widely, with those aged 20-44 making up the largest proportion of residents (47.1%), and those aged 65+ making up the smallest proportion (8.2%). People aged 0-19 mark the 25.4% of the ward's population. No age group is particularly over- or under-represented in the ward, comparative to the borough average.

Haringey Borough compared to London:
Haringey has a higher proportion of 20-44 year olds than London (46.4% and 34.2% respectively). LB Haringey has a lower proportion of pensioners (65+) than London (8.7% and 16.6% respectively). Haringey has a similar proportion of 0-19 years olds as London

(24.9% and 23.9% respectively).

Elderly people with early dementia or Alzheimer's can lose their ability to recognize familiar places easily. They may become lost or confused if their local environment is significantly changed in order to establish a LTN. However, any modal filters would be placed on the road and not on the pavement, to avoid obstruction. The LTN would also provide a much safer place with less traffic, which will reduce risk to any people that are likely to wander (with a low degree of awareness) as a consequence of their condition.

Elderly people are also likely to have increased GP and hospital appointments and more likely to have mobility issues. Motor vehicle journey times and routes may be altered due to the proposed schemes. During the consultation phase, the public and Blue Badge holders will be asked if they have specific needs that require access through the modal filters such that their motor vehicle journey would not be affected. Questionnaires disseminated throughout the engagement will monitor principal modes of transport for residents of all ages.

People of young and old age are more vulnerable to poor air quality, as shown in the Air Quality in City of London: A Guide for Public Health Professionals[5] study. The scheme proposals would reduce the volume of motor traffic, associated air pollutants and vehicle speeds, with an anticipated improvement in air quality and road safety within the LTN area. This would contribute towards an increased self-reported well-being and quality of life for the older and younger generation. Greater benefits in this area are anticipated from Option A as opposed to Option B.

The Travel in London Report 12[6] states that out of the child (under 16 years) casualties in 2018, 51% were walking compared to 28% were car occupants. Traffic calming measures provided by the LTN will provide a protective factor and redress a disproportionate risk for children walking or playing on the streets.

Disability and health:
There are several groups and organisations providing support and information around living with disabilities which have been contacted and invited to participate in the engagement. They will also be contacted and encouraged to take part during the future consultation phases.

It is key to involve these groups to ensure the designs are accessible for people with different disabilities. During the early engagement process a Disability Workshop was held on the 19 May 2021 and an online survey for those who are disabled or are carers has taken place from 10 May 2021 to 6 August 2021. Paper copies have been sent to Blue Badge holders and representative groups in the area. Where consultation material is available in the public areas, these spaces are wheelchair accessible. Haringey offers sign language for people who are deaf or have a hearing impairment, and also subtitling of on-line sessions upon request.

Day-to-day activities	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)

[5] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf
[6] http://content.tfl.gov.uk/travel-in-london-report-12.pdf.

Limited a lot	7.8	5.9	8.4	6.8	6.7
Limited a little	7.6	6.6	8.0	7.2	7.4
Not limited	84.6	87.5	83.6	86.0	85.8
Limited a lot: Age 16 to 64	4.4	3.2	5.2	3.8	3.4
Limited a little: Age 16 to 64	5.0	4.3	5.6	4.6	4.2
Not limited: Age 16 to 64	63.9	70.2	60.6	62.4	61.5

Reported Health	**St. Ann's ward (%)**	**Harringay ward (%)**	**Tottenham Green ward (%)**	**LB of Haringey (%)**	**London (%)**
Very good health	45.9	50.2	43.1	49.6	50.5
Good health	35.4	34.0	37.0	33.6	33.3
Fair health	12.2	10.5	12.5	11.2	11.2
Bad health	5.0	4.0	5.3	4.2	3.7
Very bad health	1.6	1.3	2.1	1.5	1.2

In St Ann's ward 6.6% of residents have bad or very bad health. This is slightly higher than the rate seen in Haringey (5.7%) and London (4.9%) more widely. 15.4% of people in St. Ann's ward have their day-to-day activities limited a little or a lot due to their health condition. This is slightly higher than borough and London's average (14% for LB Haringey and 14.1% for London).

In Harringay ward 5.3% of residents are considered as having bad or very bad health. 12.5% of Haringey's ward residents have their day-to-day activities limited a little or a lot.

In Tottenham Green ward 7.4% of residents are considered as having bad or very bad health. 16.4% of Tottenham Green residents have their day-to-day activities limited a little or a lot. This is relatively higher than in the other considered wards, the borough or London.

There is a high percentage prevalence of excess weight in Year 6 with 43.8% of Year 6 children in St Ann's ward with excess weight. This is above the Haringey (36.1%) and London (36.8%) averages, though not among the highest rates of all Haringey wards. 39.6% of Year 6 children in Harringay ward have excess weight. This is also higher than the Haringey (36.1%) and London (36.8%) averages but is not amongst the highest levels in the borough. 46.8% of Year 6 children in Tottenham Green have excess weight. This is the highest rate of excess weight of all Haringey wards.

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing Annual Survey 2018[7] of the whole of UK shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24 per cent of disabled cyclists' bike for work or to commute to work and many found that cycling improves their mental and physical health. An inaccessible cycling infrastructure was found to be the biggest barrier to cycling.

Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows. Some disabled people rely

[7] https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf#:~:text=Between%20August%20and%20September%202018%2C%20Wheels%20for%20Wellbeing,Disabled%20cyclists%20from%20across%20the%20UK%20took%20part.

upon cycling as their primary means of mobility. Cycling conditions within the St Ann's LTN area are likely to see greater improvement in both options.

The project aims to decrease motor vehicle traffic creating a safer environment, particularly for disabled people who are more likely to be pedestrians. Quieter roads will also benefit those whose physical impairments necessitate more time to cross the road, or whose mobility aids that may require use of the road, such as mobility scooters.

Low Traffic Neighbourhoods may impact the route and duration of some journeys for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride. Both LTN scheme options have been designed to minimise the number of modal filters affecting motor vehicle accessibility. Reduced traffic flow on neighbourhood streets is likely to reduce traffic congestion and improve journey times within the LTN area. During the consultation phase, the public and Blue Badges holders will be asked if they have specific needs that require access through the modal filters such that their journeys would not be affected.

From the sight loss data tool[8] reports that the estimated prevalence of sight loss is lower in Haringey compared to the average for England, with 2.0% of the population living with sight loss, compared to 3.2% nationally. In Haringey there are an estimated 5,550 people living with sight loss. Visually impaired people will be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. This will include changes to traffic flows or directions of traffic. Although likely to benefit from decreased traffic flows, the initial change could be confusing in both options.

The introduction of a scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities as adapting to changes in their environment can present challenges and take time to adapt to. Any impacts will be minimised through the design of the LTN.

Reduction or elimination of through-traffic is likely to reduce conflict between different road users on the whole. Quieter streets also mean that those travelling with wheelchairs or mobility scooters are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Race & Ethnicity:
Studies have found big differences in air pollution across communities in England, with deprived and ethnic minority areas the worst affected. The worst air pollution levels were seen in ethnically diverse neighbourhoods, defined as those where more than 20 per cent of the population are non-white: Ethnic minorities and deprived communities hardest hit by air pollution, Imperial College London, 2015[9]. Air Quality Information for Public Health Professionals – London Borough of Enfield, 2013[10] states that deprived communities suffer greater burdens from air-pollution-related death and sickness. Tackling air quality

[8] https://www.rnib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool
[9] https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/
[10] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

in London would contribute to increasing healthy life expectancy and reducing early death from cardio-respiratory diseases. LTN schemes help tackle this inequality.

Ethnicity	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
White (Other & British)	54.4%	65.6%	47.2%	60.5%	59.8%
Mixed	6.5%	6.3%	7.1%	6.5%	5%
Asian	12.6%	11.4%	11.1%	9.5%	18.5%
Black	21.3%	11.8%	28.9%	18.8%	13.3%
Other	5.4%	4.7%	5.7%	4.7%	3.4%

The proportion of White residents in St. Ann's ward is 54.4% while for LB Haringey as a whole the proportion is 60.5%.

The proportion of White residents in Harringay ward is 65.6%. There is a slightly larger proportion of residents of White ethnicity compared to the LB Haringey average (60.5%), and a slightly smaller proportion of residents of Black ethnicity (11.8%) compared to the borough average (18.8%).

In Tottenham Green ward the proportion of White residents is 47.2%. The second largest ethnicity group is Black residents (28.9%), proportion higher than LB Haringey's (18.8%) and London's average (13.3%).

The proportion of people of Asian ethnicity varies from 11.1% (Tottenham Green ward) to 11.4% (Harringay ward) and 12.6% (St. Ann's ward), while across Haringey borough on the whole is 9.5%, which is low compared to the London average of 18.5%.

Proportions of mixed and other ethnic backgrounds are slightly higher in LB Haringey (6.5% mixed and 4.7% other) than London's average (5% mixed and 3.4% other).

It is important that these communities, that make up substantial elements of the area's population, are included in the consultation process.

There are some established community groups and organisations representing minority groups in the area that have been contacted and invited to participate in the engagement. They will also be contacted and encouraged to take part during future consultation phases. If requested, smaller feedback/discussion sessions can be facilitated with groups that have English as a second language to ensure communication is clear.

Over 180 languages are spoken by Haringey residents. 30% of Haringey residents do not speak English as their main language. This is the 6th highest rate in London and is above the statistical neighbour and London averages. Of those whose main language is not English in Haringey, one in four (24%) either do not speak English well or do not speak it at all. This is the third largest proportion of all London boroughs, and is above the statistical neighbour and London levels as reported in Haringey at a glance – State of the Borough April 2021 report[11].
All printed consultation materials can be requested in other languages. The project page

[11] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

can also be translated into other languages:
https://www.haringey.gov.uk/contact/translation-and-interpreting-services#auto

The scheme proposals seek to improve air quality in the area and thus address one of the key issues that ethnic minority groups tend to experience. Option A provides greater benefit than Option B within the St Ann's LTN area. However, if Option A is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant. In Option B the majority of through traffic will remain, with little or no impact on the wider network. Monitoring will be ongoing during the trial to assess air quality impacts.

Religion:
It is important that the specific views of the range of religious groups and communities are included in the consultation process.

There are some established faith/religious groups in the area, and they have been contacted and invited to take part in the engagement. They will also be contacted and encouraged to take part during future consultation phases.

Religion	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Christian	46.5	39.0	50.9	45.0	48.4
Buddhist	1.2	1.3	1.4	1.1	1.0
Hindu	2.3	2.5	1.6	1.8	5.0
Jewish	0.7	0.6	0.6	3.0	1.8
Muslim	17.1	14.1	17.7	14.2	12.4
Sikh	0.3	0.3	0.1	0.3	1.5
Other religion	0.4	0.7	0.5	0.5	0.6
No religion	22.4	32.7	18.6	25.2	20.7
Religion not stated	9.0	8.7	8.5	8.9	8.5

Religious identity in St Ann's ward largely follows the wider borough pattern, with Christianity (46.5%) the main religion and Islam representing the second largest religion (17.1%). St Ann's has a very small proportion of Jewish residents (0.7%) compared to LB Haringey more widely (3%).

Harringay ward has a larger proportion of residents identifying as having no religion (32.7%), compared to the wider borough (25.2%). The ward also has a smaller proportion of residents identifying as Christian (39%) than is seen across Haringey (45%).

Over half of Tottenham Green ward residents identify as Christian (50.9%), a higher proportion than the Haringey average (45%). By contrast, Tottenham Green has a smaller proportion of residents saying they have no religion (18.6%), compared to the level in Haringey (25.2%).

The Muslim community is the second largest in all three wards which is consistent with the wider borough and London; however, the percentage is higher by 2-4% in the borough than in London.

Improving conditions for walking and cycling is likely to positively benefit those who attend places of worship on foot, by bicycle or using a mobility scooter. Amenities such as these are generally attended by those who live and work locally. Although it is acknowledged that this scheme is likely to increase some journey times for some worshippers who drive to their place of worship, all drivers will continue to have vehicle access to their destinations in both options.

Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not have much leisure time as those from non-religious backgrounds as stated in Barriers to Cycling for Ethnic Minorities and Deprived Groups[12]. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than them having to go out of their way to achieve it.

Marriage and Civil Partnership:
This characteristic is only applicable in contexts where the scheme relates to employment.

Pregnancy/ Maternity:
Census data does not provide pregnancy nor maternity statistics.. It will be important to ensure the designs are suitable for parents with young children as well as accessible with prams, and children with special educational needs.

Reduction of through-traffic is likely to reduce conflict between different road users on the whole. This will reduce the risk of road traffic collisions involving pedestrians particularly pregnant women, parents and guardians with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Improvements in air quality are likely to particularly benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. Their face is usually lower than those of adults, as children in prams stay closer to the direct source of pollutions and fumes. The implementation of the scheme may alter some car journey routes and times for a portion of those who are pregnant and for parents with infants and/or young children who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door

[12] http://content.tfl.gov.uk//barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf

transport services such as private cars or taxis, with a greater impact on journey times anticipated in Option A than Option B in the short to medium term. However, the impact on journey times over the long term is as of yet unknown.

Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this travel is made by car, some journeys may take slightly longer, but where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Furthermore, exposure to poor air quality while at home should reduce over time as a result of mode shift away from private car trips.

There are some established pre/post-natal groups, parent groups and nurseries which have been invited to take part in the engagement. They will also be contacted and encouraged to take part during future consultation phases.

Other marginalised groups:
Haringey will aim to ensure that homeless or unemployed people are not any more likely to be victimised as a result of the scheme.

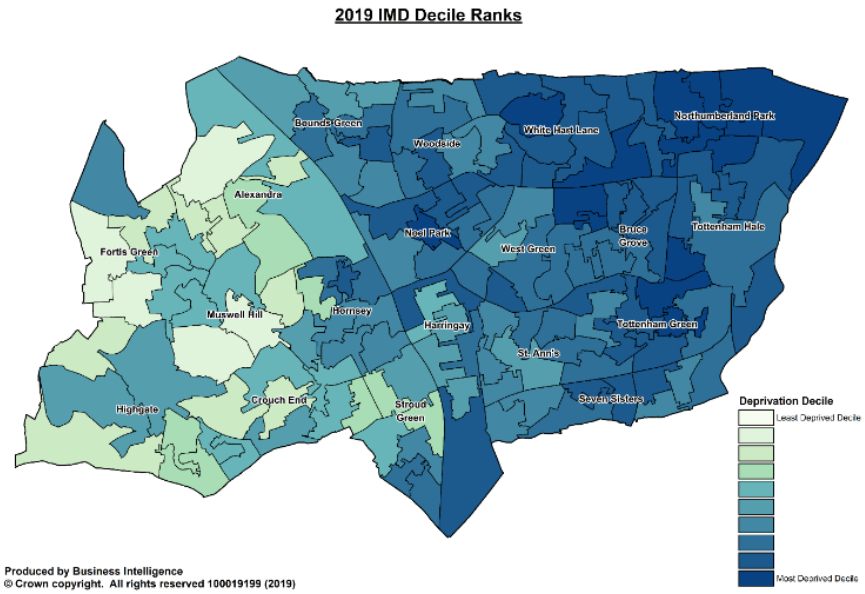
There are some established groups representing these groups in the area and they will be contacted and invited to take part in the engagement. They will also be contacted and encouraged to take part during future consultation phases.

Census data does not provide information on homelessness, however Haringey State of the Borough profile[13] states that:

In [London Borough] Haringey people are generally seen bedding down in the Finsbury Park, Wood Green and Tottenham areas; the majority are people who have not been contacted by outreach workers before and are not seen for a second night. A very small number of people rough sleeping in Haringey are classed as living on the streets (LOS). In Haringey, only 15% of people identified as rough sleeping are women.

Haringey is the 4th most deprived borough in London, with deprivation more concentrated in the north east. Relative deprivation has reduced since 2015, though Haringey's London ranking has not shifted significantly:

[13] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf



Digitally excluded groups, including homeless and those with homes without or limited access to internet, have been accommodated by ensuring the engagement materials are displayed in a publicly accessible place such as library. There will be an engagement board and letterbox type facilities will be provided for offline feedback, to enable them to provide feedback on the designs.

The Travel in London Report 12[14] shows there is a strong correlation between household income and car ownership – the lower the income of a household, the less likely it is to have access to a car. St Ann's ward only 40.4% of households own 1 or more cars, Harringay 38.2% and Tottenham 34.9% compared to 48.2% Haringey borough wide and 58.4% in London[15]. As such, reorienting street design to give priority to other modes of transport will benefit those on lower incomes.

TfL research shows that low-income Londoners also tend to travel less frequently than Londoners overall – 2.2 trips per weekday on average compared to 2.4 among all Londoners. Among this group, a greater proportion of journeys are completed for the purposes of shopping and personal business: 31 per cent of Londoners with household income of less than £20,000 compared with 22 per cent all Londoners (in line with 31 per cent and 22 per cent observed in 2013/14)[16].

Londoners in lower income households are the most likely group to use the bus at least weekly; seven in 10 Londoners in households with an annual income of less than £20,000 do so (69 per cent).

St Ann's ward ranks quite low on the IMD decile. Cycling and walking present a low-cost form of transport and can connect people safely and quickly to local shopping centres, as well as to public transport stations as part of multi-modal longer distance journeys (e.g. into inner London). As such, the proposed improvements to the St Ann's area will benefit those cycling and walking and therefore are likely to benefit those without access to cars, with Option A likely to see greater benefits than Option B. Thus lower income households

[14] travel-in-london-report-12.pdf (tfl.gov.uk)
[15] Equality Impact Assessments (EqIA) | Haringey Council
[16] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

may disproportionately benefit from improved walking journeys to bus services and cycling routes compared to higher incomes households that travel by car.

Some primary roads could experience the impacts of reassigned traffic in the short term. These roads may have pockets of dense housing on them and so the impact on the residents needs to be considered.

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 Communications and Engagement activity undertaken to support the St Ann's LTN proposal will need to align with the Council's obligations under the Equality Act 2010. The programme will take the following steps to ensure those obligations are met:

- The option to request consultation materials in different languages or braille for those who request it;
- Individuals are able to request a telephone call to discuss the proposals and printed copies of the materials presented;
- Sub-titling for online events if requested by anyone who is hard of hearing will continue;
- A postal address will be provided so individuals who are not able to submit feedback online can still participate in the programme;
- Any locations where physical material is available will be in accessible locations; and
- Translation and sign language options offered where necessary and possible.

Several communication channels exist to support this project which have been utilised throughout this campaign. These include:

- Haringey Council Corporate Website and social media accounts;
- Council newsletters and mailing lists;
- Commonplace platform; and
- Local media and blogs.

In addition, the following communications collateral have been produced to support the project:

- Newsletter/maildrop for local residents;
- Letters/emails to stakeholders;
- Project poster;
- Information boards;
- Digital and physical map of proposed interventions;
- Technical briefing documentation;
- FAQ documents; and

- Social media content.

To support all of this material, a project plan and FAQ document have been produced. Key messaging will be reviewed over the course of the project period, as the project evolves.
Several engagement tools have been and will continue to be used as part of the process. This includes:

- Dedicated webpage;
- Physical pop-up events at key areas within St Ann's project area;
- Stakeholder meetings, including with ward councillors, MPs and London Assembly Member;
- Targeted stakeholder meetings to engage with those seldom heard and those groups identified in this EqIA;
- Webinar sessions with participative element;
- Commonplace platform, utilising the interactive engagement mapping and survey functions;
- Engaging with the Haringey Transport Forum;
- Bespoke business survey;
- A disabled people and carers survey;
- Email account, phone number and postal address for the receiving feedback from residents groups; and
- Consultation material available at St Ann's Library.

Taken together, these tools will provide residents with multiple opportunities to provide feedback on the evolving proposals for reducing the traffic in St Ann's area.

All identified community stakeholder groups (identified through our stakeholder mapping) have been written to during the engagement stages, to invite them and their members to participate in the engagement process. The following community engagement activities took place during the engagement period:

- Two meetings with schools to brief on LTN proposals in St Ann's, Bruce Grove and Bounds Green. These took place on 28 April 2021 and 30 April 2021.
- A meeting with ward councillors was held on 10 May 2021.
- A meeting with organisations representing those with disabilities on 19 May 2021.
- An online disabled people and carers survey has taken place since 10 May 2021 to 6 August 2021, with paper copies sent to blue badge holders and representative groups in the area.
- Two public workshop sessions were held on 24 May 2021 and 25 May 2021, with representatives of Haringey Living Streets, Fountain Area Residents Association, Ladder Community Safety Partnership, Healthy Streets St Ann's, and Haringey Cycling Campaign attending the workshops.
- A meeting was held with the St Ann's Healthy Streets group on 27 May 2021.
- A meeting with several stakeholder groups in St Ann's was held on 15 June 2021.

At these sessions, the feedback from the earlier engagement stages was presented detailing the issues and suggested improvements raised. Attendees were also invited to discuss the requirements of the groups they represent and provide feedback.

The interactive engagement map survey (hosted by Commonplace) ran from 4 February May to 7 March 2021, which has provided residents the opportunity to comment on the issues and suggested improvements for the area. This has been hosted on Commonplace platform and also the project page, allowing continuity for people who have already participated in the early engagement exercises. Residents have been provided with a link to this in the mailshot that was sent to them.

Each engagement stage has included monitoring questions looking to collect:

- Demographic data;
- Information about how participants currently travel around the area;
- Feedback on the two options that focus on:
  - What to keep;
  - What could change; and
  - What is missing.
- Any accessibility considerations or concerns the design team should consider.

A display of the options proposed during the public consultation stage and an opportunity to feedback offline, will be provided at St Ann's Library.

- This will have consultation material in the form of the leaflet providing background information on the proposed options and provide information about the opportunities to participate in the engagement process;
- In addition, paper surveys and a feedback box will be made available for individuals to complete, which will be collected by the project team;

This EqIA is a live document and will continue to be developed during the course of this project.

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?

An online interactive engagement mapping survey (hosted by Commonplace) was held from 4th February 2021 and showed that traffic speed and volumes where the top concerns. The issue raised most frequently was 'traffic speeding', which was mentioned in 54% of comments or agreements. The suggested improvement raised most frequently was 'reduce traffic volumes', which was mentioned in 48% of comments or agreements.

Top issues raised by residents and stakeholders:

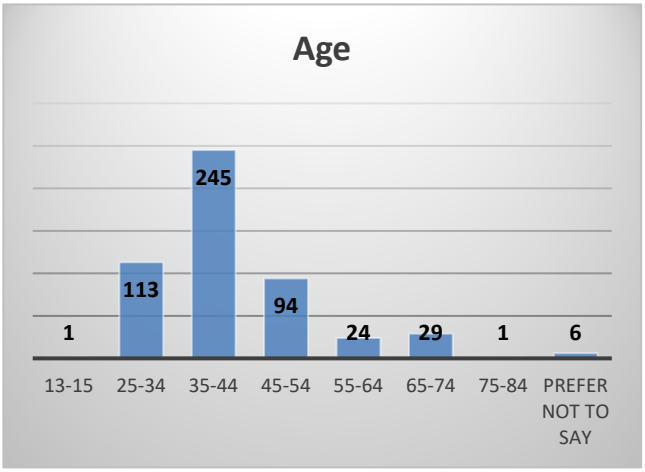
- Traffic speeds (54% comments/agreements)
- Poor cycling environment (46% comments or agreements)
- Traffic volumes (46% comments or agreements)
- Rat running traffic (46% comments or agreements
- Traffic safety concerns (45% comments or agreements

Top suggested improvement by residents and stakeholders:

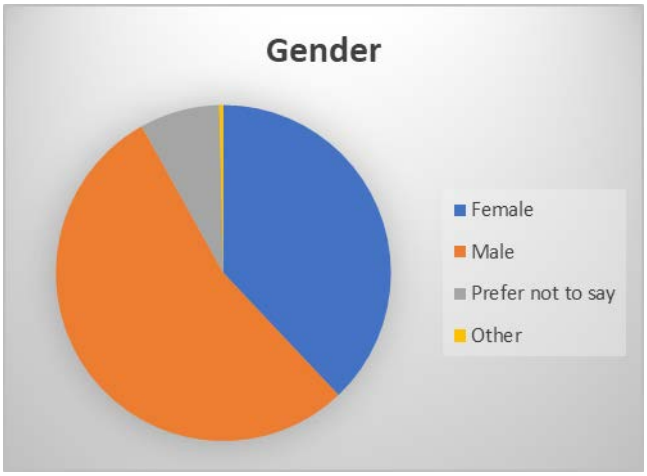
- Reduce Traffic Volumes (48% comments/agreements)

- Reduce traffic speeds (40% comments/agreements)
- More cycle infrastructure (33% comments/agreements)
- Increase traffic and speeding enforcement (33% comments/agreements)
- Permanent road closure (30% comments/agreements)

Overview of the respondent characteristics showed:



The younger and older generation was underrepresented in the Commonplace survey. This could be due to limited knowledge or access to the internet in the much younger and older generation. To help engage these age groups during the pre-construction engagement, leaflets and questionnaires have been placed at St Ann's Library. Early school engagements took place and school pop ups will take place as part of the consultation.



Women were also slightly under represented in the Commonplace survey. Haringey Women's Forum was invited to participate in the two public design workshops (24 & 25 May 2021) and a stakeholder's workshop (15 June 2021). They will also be contacted and encouraged to take part during the further consultation phases.

A disability workshop session was held on the 19 May 2021 with Disability Action Haringey and Wheel for Wellbeing. Concerns raised during the workshop are as below and will be further investigated:

- The lack of an inclusive access at the entrances to Brunswick Park was raised, with one representative feeling the current arrangements could violate the Equality Act 2010. Whilst Brunswick Park is outside the scope of the project, the feedback has been noted.

- Concerns around access to Avenue Road, which used to be a two-way road but is now a one-way road, as residents now have to travel via Cornwall Road and Gorleston Road. They would prefer if Avenue Road could be reverted back to a two-way road.
- There is an aspiration that Avenue Road would be restricted during school pick up and drop off times.
- There were concerns that the School Streets could direct more traffic via Black Boy Lane. Additional access may be required so people can get to homes during School Streets if travelling by car.
- A general discussion was had about the need to generally improve the footways in the area to make sure they are accessible to wheelchair users and those with visual impairments.

During the design workshops held on the 24 and 25 May 2021, it can be seen that the different age groups were better represented on Monday 24 May 2021, whereas the younger and older ages where under represented on the 25 May 2021

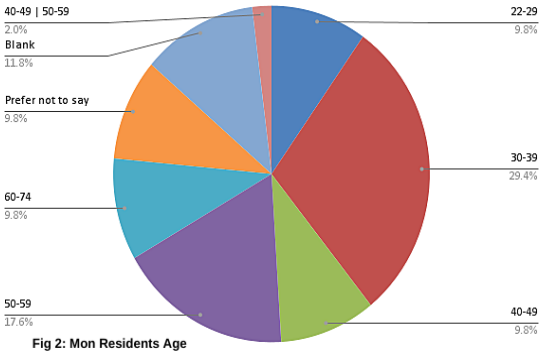


Fig 2: Mon Residents Age

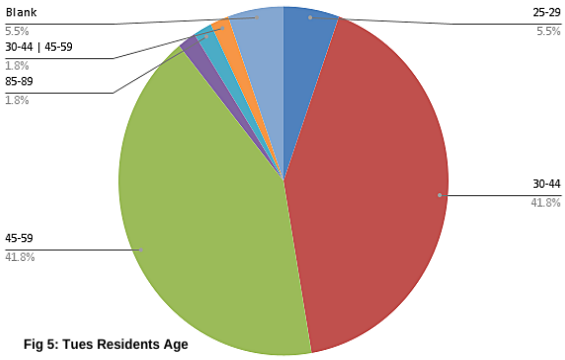


Fig 5: Tues Residents Age

However, overall the majority of attendees, 53%, were under the age of 50, with the vast majority of those, 40% identifying as between the age of 30-44. Only 7% identified themselves as over 60. This corresponds with the St Ann's ward profile demographic which indicates the largest proportion of residents fall between the age of 20-44 (49.9%). Only 8.7% of the ward are over the age of 65.

Females were still slightly under represented during these engagements:

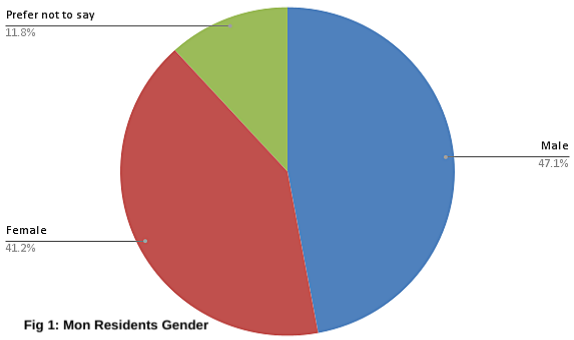


Fig 1: Mon Residents Gender

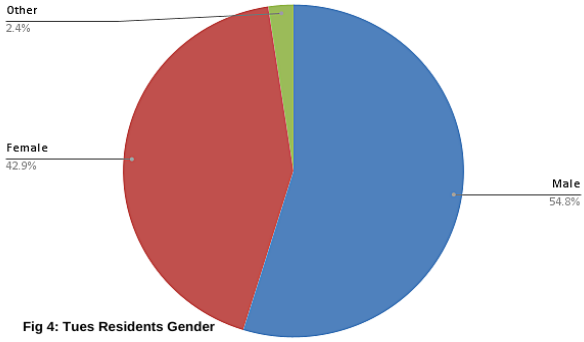


Fig 4: Tues Residents Gender

Residents and stakeholders living with disabilities were under-represented during these design workshops, as such separate consultations will continue to be organised for them.

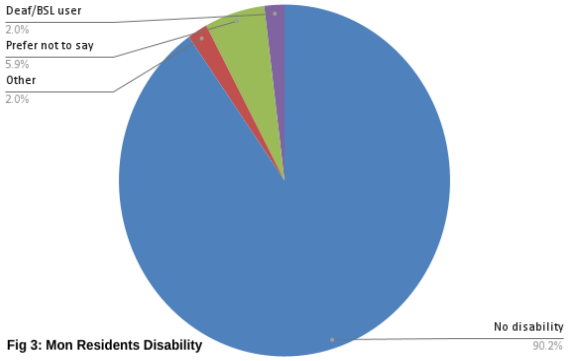


Fig 3: Mon Residents Disability

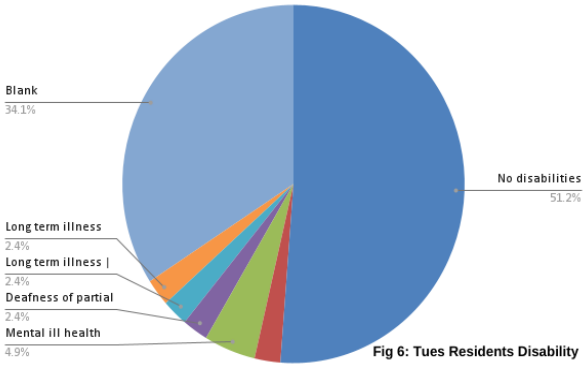


Fig 6: Tues Residents Disability

With regard to ethnicity, 13% of individuals described themselves as coming for an Asian, Asian British, Black, Black British, Mixed, or other background. When compared to the ward profile for St Ann's, there was an over-representation of White British individuals participating in the process, and an under-representation of the White Other group, which is the largest in the ward. In the next stage of the consultation process, efforts will need to be taken to address this.

The final stakeholder group session took place on 15 June 2021 and it was attended by the following groups:

- Haringey Living Streets
- Fountain Area Residents Association
- Ladder Community Safety Partnership
- Healthy Streets St Ann's (two representatives)
- Haringey Cycling Campaign
- TFL (though as a non-participating member, providing additional insight from TFL)

During the design workshop sessions, the attendees generally welcomed the LTN schemes based on the options presented. Of the two options presented, Option 1 included a modal filter with a bus gate on Black Boy Lane and Option 2 retained the southbound movement on Black Boy Lane but removed all other through movements –

this second option has not been progressed based on the feedback at the workshops, with an alternative option (Option B) developed for the consultation stage.

There were a minority of attendees who voiced opposition to any type of intervention on Black Boy Lane. That sentiment was accompanied by general opposition to the installation of a Low Traffic Neighbourhood in the St Ann's area. Issues such as the ability of elderly and disabled people to access their properties were raised when this sentiment was expressed. The impact of the proposals on St Ann's Road (and the subsequent knock onto Green Lanes) was raised on several occasions. Concerns were raised that any LTN intervention could result in additional use of St Ann's Road with the potential for increased speeds, and "anti-social" driving behaviours. Suggestions were made including the provision of a speed camera on St Ann's Road to ensure compliance with speed limits. A small minority of residents asked about the impact of this scheme on the Harringay Ladder roads and asked when measures would come forward to reduce vehicle movements in this area. There was some concern that Wightman Road may bear the brunt of the displaced traffic and drivers may use some of the Ladder Roads to access it. There were also concerns that the removal of all north and south connections, as outlined in Option One, would have a negative impact on Green Lanes, which already has severe traffic issues. Option B has been developed in response to the concerns about the potential traffic impact of an LTN scheme

Those expressing a preference for the Option 1 argued it would address existing issues on Black Boy Lane and align with the objectives of a Low Traffic Neighbourhood project. By letting traffic travel southbound on Black Boy Lane, as per the second option, it was argued the existing issues on the road would not be addressed, and that other roads, such as Abbotsford Avenue, could also act as a rat run.

There is a desire within the community to see School Streets made permanent outside St Ann's Primary School, West Green Primary School and Chestnuts Primary. There is a broad consensus that reducing vehicular movement and traffic speeds outside schools, particular at the start and the end of the school day, would be a positive measure. This included some individuals who had expressed negative sentiment towards the project in its entirety.

The following issues were also noted during the sessions:

- A request for an exemption to allow Blue Badge holders to pass through the modal filters.
- Support for additional cycle hangars, including specifically on Riches Road, as long waiting lists currently exist.
- A request was received to outline the thinking for integrating cycle routes across St Ann's and the neighbouring LTN areas (Bruce Grove and Bounds Green).
- A suggestion to open Chestnuts Park to cyclists through the existing north gates was received.
- An issue was raised at the area between the end of Rosslyn Road that led into Brunswick Park, in that motorbikes use the drop curb as an invitation to cut through to West Green Lane. Participants argued this should be addressed to aid pedestrian safety.
- The widening of pavements across the LTN area was an idea that was held on several occasions.

- The installation of speed cameras on St Ann's was raised as a potential option to reduce speeds.

Among those who were supportive of an LTN in stakeholder and community sessions, there was a strong preference for Option 1. Very little support for Option 2 was expressed, and a minority of participants expressed a view against an LTN moving forward.

Feedback has been used to refine the preferred option to form Option A. A new (Option B) was developed, based on concerns around the potential wider impact of the scheme. The consultation to be held in mid-August to mid-September 2021 will enable residents and stakeholders to provide further comments on Option A and Option B.

Where possible feedback from the engagement to date has been taken on board through the design of the two scheme options, for example degree of traffic restrictions and specific locations of modal filters and cycle hangars. The final design of the scheme will be subject to review and be informed by further consultation and engagement.

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)*

   Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, improvements in safety and convenience to these networks will improve their access to public transport services.

   Fewer women in London than men report being able to ride a bike, 79 per cent compared with 91 per cent[17]. Increasing residents' access to favourable cycling conditions is likely to benefit women, as the intervention would reduce a significant barrier to cycling.

[17] http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf

Women are more likely to take children to and from educational and recreational facilities and be carers. Those who can walk to local schools would benefit from the safer environment the schemes offer. Women who rely on a car as transportation to any further special schools or to provide care may have their journeys altered. However, monitoring of traffic levels will be ongoing to measure impacts.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	x
Option B							
Positive	x	Negative		Neutral impact		Unknown Impact	x

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)*

As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have an impact on Gender Reassignment group. LGBTQ organisations and networks have been invited to the engagement events and contacted to find inclusive ways to engage. They have been notified of the public consultation will be encouraged to take part during the future consultation processes to draw attention to any specific impacts, should they emerge.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	x
Option B							
Positive	x	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)*

There would be a positive impact to the younger generations as a result of safer roads created via School Streets being introduced at Avenue Road by St Ann's CE Primary School and Woodlands Park Road by West Green Primary School as part of both options. There would also be a reduction of traffic and traffic speeds in the proposed area. Young people would be encouraged to walk and cycle (or scoot) to school, which would help to improve the current child excess weight statistics in the neighbourhood area.

People of young and old age are more vulnerable to poor air quality as shown in the Air Quality in City of London: A Guide for Public Health Professionals[18] study and

[18] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

discussed throughout this report. Tackling air quality would contribute to increased healthy life expectancy and reducing early death from cardio-respiratory diseases, which would benefit all ages, in particular those more vulnerable such as elderly people or those with poor health.

Elderly people with early dementia or Alzheimer's could become lost or confused if their local environment is significantly changed due to a LTN. Although should they wander, a LTN would provide a much safer place with less traffic. Elderly people also have increased GP and hospital appointments and may need to travel by motor vehicle more due to mobility issues.

The proposed schemes may alter their journey times, but access St Ann's Hospital and surrounding surgeries are still easily accessible. As yet, prior to implementation, the impact on journey times or traffic levels is unknown but has the potential to lengthen journey times for those who need periodic access to a car for mobility-related reasons. Monitoring and evaluation from different LTN schemes across London has shown different results in different places.

The potential negative impacts of longer journey times should be weighed against potential positive impacts of safer, cleaner safer streets for the same demographic. London-wide, evidence shows that car ownership declines significantly after 70, meaning a relative prioritisation of other modes should benefit this cohort of older people. Similarly, mode shift among residents who don't require access to a car for mobility could result in quicker journey times as the carriageway is used more by those whose journeys by car are essential.

During the consultation phase, the public and blue badges holders will be asked if they have specific needs that requires access through the modal filters so that their journey would not be affected.

Monitoring of impacts and further engagement will also take place post implementation to mitigate against any potential risks of disproportionate impact on older people.

Option A							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x
Option B							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x

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)*

The introduction of any scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities like sight impairment, neurodiversity or mental health conditions. Adapting to changes in their

environment can present challenges, cause frustration, and require time to adapt. Although they are likely to benefit from decreased traffic flows as they are less likely to drive, safer environment and better air quality, the initial change could be confusing in both options.

Those with disabilities may have increased GP and hospital appointments and the options may negatively impact on some journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride.

St Ann's Option A reduces traffic through the area and would create a safer environment for disabled people who are more likely to be pedestrians than drivers; making the area much safer for those walking or cycling to St Ann's Hospital and Moorfield Eye hospital unit. Option B reduces east/west traffic movements and some north/south movements. Quieter roads will also benefit those with physical impairments who require more time to cross the road.

As yet, prior to implementation, the impact on journey times or traffic levels is unknown. Monitoring and evaluation from different LTN schemes across London has shown different results in different places. The potential negative impacts of longer journey times should be weighed against potential positive impacts of safer, cleaner safer streets for the same demographic. Similarly, mode shift among residents who don't require access to a car for mobility could result in quicker journey times as the carriageway is used more by those whose journeys by car are essential.

There exists a range of possibilities of the impact of the LTN on disabled residents, and impacts could differ according to the nature of disability in each instance. For example, qualitative research exploring attitudes to LTNs among disabled people demonstrates a wide range of emotional responses to LTNs, with substantial differences according to what 'type' of disability the respondent had[19].

Longer-term potential impacts are again, unknown at this stage. The trial approach and engagement planned will allow for the design to change if necessary, subject to review. However, it is crucial that the voices of disabled residents are heard and responded to. During the consultation phase, the public and Blue Badge holders will be asked if they have specific needs that requires access through the modal filters such that their journey would not be affected. Targeted engagement work with the disabled community will need to take place to ensure that residents' needs inform the design of the scheme and mitigate against the risk that those with disabilities are disadvantaged by the scheme.

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[20] shows that 72 per cent of disabled cyclists use their bike as a mobility aid, and 75 per cent found cycling easier than walking. The survey results show that 24 per cent of disabled cyclists' bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure

[19] https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf
[20] Wheels for Wellbeing Annual Survey 2018: https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf

was found to be the biggest barrier to cycling. Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows.

Option A							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x
Option B							
Positive	x	Negative	x	Neutral impact		Unknown Impact	x

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)*

Deprived and ethnically diverse neighbourhoods were found to have the worse air pollution levels[21][22], as discussed throughout this report. Tackling air quality would contribute to increasing healthy life expectancy and reducing early death from cardio-respiratory diseases in this protected group with greater benefits expected to result from Option A than Option B.

There are many minority ethnic-owned shops and restaurants around St Ann's, from the Oriental Food Store in the south east corner of St Ann's to the Cudi Food Centre and Eternal Dit:Food Store – Congolese & afro Caribbean Food Store in the north west. There are quite a few restaurants along West Green Road serving a wide range of national and ethnic communities; Jambo Zamsareh (Ugandan) Restaurant, Hing Wong Chinese takeaway etc. The schemes would encourage walking and cycling in the local area which may improve shop/restaurant traffic having a positive effect on Black, Asian, and minority ethic (BAME) economic outcomes. A business walkaround for the perception survey will take place in the next consultation phase, and discussions will be held in regards to the impacts on deliveries and logistics.

Monitoring and further engagement will also take place post implementation, with material available in different languages.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	
Option B							
Positive	x	Negative		Neutral impact		Unknown Impact	

[21] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf
[22] https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/

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)*

As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have an impact on the LGBTQ community group. LGBTQ organisations and networks have been invited to the engagement events and contacted to find inclusive ways to engage. They have been notified of the public consultation will be encouraged to take part during the future consultation processes to draw attention to any specific impacts, should they emerge.

Option A							
Positive		Negative		Neutral impact		Unknown Impact	x
Option B							
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)*

Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and attend a local place of worship. Destinations such as this are generally used by a local constituency. The proposal area is quite religiously diverse. There a quite a few churches surrounding St Ann's ward and on the east side the Sheikn Nazim Sufi Centre south of St Ann's Road and Seven Sisters Masjid (mosque) north of West Green Road. These would be quite easy to walk or cycle (scoot) to for the local community. There are also additional Muslim places of worship further northwest of St Ann's; Islamic Cultural Society Mosque and the Taiba Mosque Complex Community Centre. The schemes are likely to increase or alter some journey times for some worshippers who normally drive to their place of worship. All worshippers would still be able to continue to access their respective destination.

Monitoring and further engagement will also take place post implementation, with material available in different languages.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	
Option B							
Positive	x	Negative		Neutral impact		Unknown Impact	

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)*

At present, the impact of the LTN on traffic volumes and journey times is unknown. However, should journey times substantially increase, both options could negatively impact on those parents or those who are pregnant, or who have infants and/or young children and find it more difficult to walk or cycle, and therefore may prefer the use of door-to-door transport services such as private cars or taxis. Expectant mothers and mothers who have recently given birth may also have increased numbers of medical appointments that they prefer to make using a vehicle.

Mothers attending courses by vehicle at the Positive Mama Hypnobirthing and Antenatal or Relaxation centres inside St Ann's area may have their journeys altered due to the schemes. But both centres can still be easily accessible by travelling south from West Green Road or north from St Ann's Road respectively. Those attending St Ann's Hospital who are travelling from the north of the hospital would are likely to have their journeys altered more in Option A than B, due to the restrictions on Black Boy Lane and Cornwall Road in Option A. However, the hospital would still be easily accessible from Seven Sisters Road and Green Lane, although the journey time may have increased.

At the same time, there are many parents who travel with their children either using a toddler bike seat, cargo bike or bikes with trailers. These parents will benefit from the proposals, by providing a safer environment.

Where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Improvements in air quality are likely to benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, their breathing being more rapid than adults as well as the fact that when walking or seating in the pram, they are positioned closer to the direct source of fumes.

Overall, the air quality, health and mode shift benefits should be considered against the inconvenience caused by longer vehicle journeys to this protected characteristic. Further investigation on impact will be conducted during the consultation and the monitoring phase.

Option A							
Positive	x	Negative		Neutral impact		Unknown Impact	x
Option B							
Positive	x	Negative		Neutral impact		Unknown Impact	x

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)*

N/A

Positive		Negative		Neutral impact		Unknown Impact	

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

Impact covered within respective EQIA group.

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?**

Direct/Indirect discrimination for groups which share relevant protected characteristics;

With regards to the first section of the PSED, both disabled and elderly residents (sometimes overlapping) are more likely to have mobility issues that require motor vehicle transportation.

As such, there is potential for the LTN schemes to indirectly discriminate against these groups as their routes through and out of the LTN area will be altered, and this could result in increased journey times. Option A would have a greater affect than Option B, as the modal filters have been proposed to remove vehicle access running from the north to the south and vis versa. Those attending St Ann's Hospital or Grove Road Surgery who are travelling from the north of St Ann's would have to go around onto West Green Road and take the A105 Green Lanes or A503 Seven Sisters Road, rather than being able to travel directly south to the hospital in Option A. Those needing to access the Good Health Pharmacy, Spur Road or West Green Surgery in the north of St Ann's from the south would also have to go around onto the A-roads. Traffic on

these main road may cause a significant increase to their journey times. Some primary roads could also experience the impacts of reassigned traffic in the short term.

At present however, prior to implementation, it is important to say that the actual impacts of the scheme on journey times, and by extension, on disabled and elderly residents who require access to motor vehicles, are unknown. Behaviour change is subject to many variables and is not possible to definitively predict in advance. For example, mode shift among residents who don't physically require access to a car for mobility over the medium to long term could even result in quicker journey times as the carriageway is used more by those whose journeys by car are essential. The planned ongoing monitoring and evaluation work which will take place throughout the trial will be key to understanding what is happening and mitigating against the risks of disproportionate impact against these groups.

Currently the options do not allow for Blue Badge holders to pass through the modal filters. However, the next phase of consultation will be asking both the public and Blue Badge holders if they have specific needs that requires access through the modal filters such that their journey would not be affected. The feedback will be taken into consideration and analysed alongside other information and reported to Cabinet for a decision on whether to implement either of the proposed options and any adjustments to them that may be required.

The introduction of any scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities as changes in their environment can cause confusion and adapting can present challenges and would require time. Elderly people with early dementia or Alzheimer's can lose their ability to recognize familiar places easily. They may become lost or confused if their local environment is significantly changed to establish a LTN. However, the LTN would also provide a much safer place with less traffic should they wander. Any impacts will be minimised through the design of the LTN. Although both protected groups are likely to benefit from decreased traffic flows, the initial change could be disconcerting at first in both options.

The potential for indirect discrimination will be monitored throughout. It should also be considered alongside the positive impacts the scheme can bring for the same demographics, as well as other groups with protected characteristics.

Advance equality of opportunity between groups who share a relevant protected characteristic and those who do not;

The following impacts of the scheme should help to advance equality of opportunity between groups who share a protected characteristic and those who do not, in the following ways;

- **Minimise disadvantage;**

Air pollution: As stated throughout the report, studies[23][24] have found that deprived and ethnic minority areas are the worst affected, with people of young and old age being more vulnerable to poor air quality. Ethnically diverse neighbourhoods were defined as those where more than 20 per cent of the population are non-white, which would apply to St Ann's, Harringay and Tottenham Green Wards. By reducing the volume of traffic both options will help address these air quality related disadvantages, with Option A likely to see greater benefits than Option B.

Road safety: TfL data[25] states that out of the child (under 16 years) casualties in 2018, 51% were walking, compared to 28% were car occupants. Traffic calming measures provided by the LTN will provide a protective factor and redress a disproportionate risk for children walking or playing on the streets.

- **Participation in public life;**

Being active: According to Wheels for Wellbeing[26] charity that aim for more disabled people in the UK to cycle for everyday journeys – transport, leisure or exercise: *One of the biggest barriers to more Disabled people taking up cycling is the general assumption that Disabled people can't or don't cycle*. And *Some Disabled people depend on motorised vehicles for their journeys. Other are unable to drive; some find it easier to cycle than to walk'.*

Being active: According to World Health Organization. Global recommendations on physical activity for health; 2011[27] children and young people aged 5–17 years old should accumulate at least 60 minutes of moderate to vigorous-intensity physical activity daily.

Foster good relations;

Social interaction: A study in Bristol[28] found the number of friends and acquaintances reported by residents was significantly lower on streets with higher volumes of motor traffic. With less traffic there would be an increased opportunity for play streets and encourage visits to the surrounding green spaces, Chestnuts Park and Downhills Park, by foot or cycle. Safter streets would also encourage walking and cycling to community centres and in general, increasing the opportunity for social interactions between those who share a protected characteristic and those who do not and thus greater community interaction. Option A likely to see greater benefits than Option B.

[23] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf
[24] https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/
[25] http://content.tfl.gov.uk/travel-in-london-report-12.pdf.
[26] https://wheelsforwellbeing.org.uk
[27] https://www.who.int/home/cms-decommissioning
[28] https://core.ac.uk/download/pdf/323897729.pdf

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment? Further information on responding to identified impacts is contained within accompanying EqIA guidance	
Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. 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.	Y
Adjust the proposal: 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	N
Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	N

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

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
No additional impact beyond the impact discussed throughout the report that is being addressed via proposed measures; both in terms of ways of engaging and the components of the proposals. For example, a bus gate will be proposed to enable public transport users to continue using the services on the same route.	Continue to develop the EqIA through the ongoing consultation, design, implementation, and monitoring phases to ensure all groups are considered at all stages of the design	Whole project team	Life of project

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.

Some car journeys may be different or take longer, and thus become less convenient as a result of the proposals. This may result in disproportionate impact on groups with protected characteristics. Some car journeys for users with mobility issues may be able to be modified as a result of access requirements to the LTN area, subject to review. It is important to note however, that at this stage, these are potential impacts. Evidence from other Low Traffic Neighbourhoods across London on impacts varies according to local factors. It will not be possible to measure and identify negative impacts until implementation and monitoring takes place. The trial approach proposed allows for review and changes if necessary.

Equally, it is the overall impact of the proposal that should be considered, as it brings many benefits to users, both with protected characteristics, and those without, including those living and working across the scheme area. In order to achieve the multiple benefits described throughout the report, including contributing to the local Haringey and wider, outer London mode-shift, some car journey impact may be seen, particularly in Option A. Emergency services will be permitted to pass through all modal filters with the exception of the modal filter at the northern end of Clinton Road (in both options).

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

Ongoing engagement and formal consultation during the ETO trial period, including with those from EqIA groups.

Qualitative and quantitative monitoring of the trial over a max period of 18 months, once implemented.

Page1:

Haringey Streets for People
Public Consultation for St Ann's Low Traffic Neighbourhood

Tell us what you think at email StAnnsLTN@haringey.gov.uk

Page 2:

INTRODUCTION

Dear residents and businesses,
We are writing to ask for your views on the Council's proposals to deliver changes that will improve air quality, reduce traffic levels and enable safer walking and cycling in the St Ann's LTN area.

As we emerge from the COVID-19 pandemic, how we move around the borough has never been more important. The Council declared a climate emergency in 2019 which places tackling climate change at the heart of all its decisions.

The pandemic has shown us that more people are choosing to walk or cycle and spend time in their local areas and we want to support our communities to make healthier local journeys and create cleaner, safer streets for all to enjoy.

The Council is embarking on an ambitious programme to increase rates of walking and cycling in the borough and to improve air quality through reducing through traffic in residential areas and encouraging shorter local journeys to be taken by more sustainable modes. The wider programme is set out in the Council's Draft Walking and Cycling Action Plan which will be launched for public consultation this Autumn 2021.

A map of the St Ann's area is shown here.

Two options are being consulted on: Option A and Option B

Option A removes all through traffic from the area, whilst Option B removes some north-south movements and all east-west movement through the area but maintains the existing through movements on Black Boy Lane, Cornwall Road and Avenue Road.

Page 3:

WHAT ARE LOW TRAFFIC NEIGHBOURHOODS?

Following engagement with local residents, stakeholders and schools we are proposing to introduce a trial Low Traffic Neighbourhood (LTN) in the St Ann's area. Subject to your feedback in this consultation, the St Ann's LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum of 18 months.

A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This reduces or eliminates through traffic in the area. Removing through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather. Access to all addresses for motor vehicles is maintained, but residents and visitors may have to drive further, or use a different road to access their address.

A Low Traffic Neighbourhood is created by introducing modal filters at strategic points in the neighbourhood. We are planning to complement this by introducing School Streets, additional pedestrian crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?

Areas of St Ann's suffer from high levels of through traffic (rat running). This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads in Option A, with some residential roads seeing a reduction in Option B.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing times to support children to walk and cycle to school safely and improve air quality outside the school gates.

We are proposing that the restrictions operate during the following dates and times:

- Monday to Friday, term time only (not including bank holidays), between 8:30am and 9:30am, and 2:45pm and 3:45pm.

The following groups can apply for exemptions to the School Street:

- Residents who live within the School Street (2 per address)
- Blue Badge (Disabled) holders who require access to the street
- Businesses within the School Street (2 per address)
- Customers who require access to a business with an address in the School Street
- Pupils of the school that have a disability that prevents them from walking or cycling to school
- Medical practitioner attending someone with an address in the School Street
- School bus/vehicle (only the school may apply)

We are proposing to introduce these School Streets on a trial basis, to be reviewed after 12 months.

Page 4:

WHAT WE ARE PROPOSING

Modal Filters (trial)

These are points in the road that prevent motor vehicles from passing through, but allow walking, cycling and wheeling. The locations of the modal filters differ in Option A and Option B. Modal filters will either be physical, or the road will be left open for emergency access and may be enforced by cameras.

As we are proposing a trial scheme, filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services.

Bus Gates

In Option A we are proposing to introduce a bus gate on Black Boy Lane, a type of modal filter where buses can also pass through.

The following proposals will be the same in both options

Pedestrian Crossings

We are proposing to introduce three new Zebra crossings within the neighbourhood.

School Streets (trial)

We are proposing to introduce trial School Streets at two schools within the St Ann's LTN. These are timed road closures outside of schools, usually at drop off and pick up times only. Residents will still have access to their streets during these times.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the St Ann's neighbourhood. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

For more FAQs related to the St Ann's LTN please visit: www.haringey.gov.uk/low-traffic-neighbourhoods

Page 5:

HOW THIS MAY IMPACT YOU

- **Walking** - quieter, safer streets (More in Option A than B).
- **Disabled access** - there are no proposals to allow vehicles displaying blue badges to drive through the filters but we want to hear from you if you feel you have a specific need that requires access.
- **Cycling and wheeling** - quieter, safer streets (More in Option A than B).
- **Driving and parking** - many journeys between the residential zones within the LTN will not be significantly affected, while others might be longer. Parking spaces will not be significantly affected.
- **Taxis -** Taxis cannot pass through the filters but will still be able to access all streets. Walking routes to and from bus stops within the LTN will be quieter and safer (more in Option A than B).
- **Emergency access** - not affected, with the exception of Clifton Road, where a different route will be necessary.

High Level Transport Assessment

The pandemic has made it difficult to capture normal levels of traffic using the area and the future remains uncertain. This makes it difficult to predict what future levels of traffic on the main roads surrounding the LTN will be. Using very limited data available, we estimate that by introducing Option A, we will be stopping about 1,900 motor vehicles in the morning rush hour and 2,900 in the evening rush hour from travelling through the LTN. If Option A is introduced, we expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant. In Option B the majority of through traffic will remain, with little or no impact on the wider network.

What we have done so far

February to March 2021: Engagement Stage 1: Early Engagement: We invited local residents and businesses to take part in an **online public survey and join us for an online public meeting. Letters** were sent to all addresses in the area and comments could be made by phone. We asked residents and businesses to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in St Ann's. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the St Ann's neighbourhood were

- traffic speeding
- rat running traffic and
- traffic volume

The most common improvements suggested for the St Ann's neighbourhood were

- reduce traffic volume,
- reduce traffic speeds, and
- increase traffic and speeding enforcement

May 2021: Engagement Stage 2: Community Design Workshops: We ran a series of **online public workshops** and **stakeholder meetings** for the St Ann's LTN. The public workshops were open to all

residents in the project area, and were attended by over 60 people. **Letters** were sent to all addresses in the area.

Attendees were able to comment on two design options for the St Ann's area, and raise any potential issues or suggestions about the design. Based on their feedback and following the high-level transport assessment we progressed with one of the options presented which is Option A, and developed an alternative option, Option B. We also launched a Disabled People and Carers Survey which we encourage responses to. You can read more about the engagement at: www.haringey.gov.uk/low-traffic-neighbourhoods.

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OPTION A (see map, page 8-9)
In Option A we are proposing to introduce 9 modal filters at the following locations:

1) Emergency access modal filter on Clarendon Road (east of Avondale Road)
2) Emergency access modal filter on Woodlands Park Road (north of Conway Road)
3) A diagonal emergency access modal filter on Cranleigh Road (at the junction with Etherley Road)
4) A diagonal emergency access modal filter on Cornwall Road (at the junction with Falmer Road)
5) Emergency access modal filter on Avenue Road (north of Newsam Avenue)
6) Emergency access modal filter on Oulton Road (east of the junction with South Grove)
7) Emergency access modal filter on Culvert Road (east of the junction with Grove Road)
8) A bus gate on Black Boy Lane (between Cranleigh Road and Clarence Road)
9) A physical modal filter on Clinton Road (at the junction with West Green Road)

As part of Option A, we are proposing to change some of the permitted traffic movements:

- Park Road will be one-way eastbound (between Green Lanes and Harringay Road)
- Harringay Road will be one-way southbound (between Colina Road and Park Road)
- Etherley Road will be one-way southbound (between West Green Road and Conway Road)
- Cranleigh Road will be one-way westbound (between Black Boy Lane and Terront Road)
- Conway Road will be one-way westbound (between Etherley Road and Rowley Road)
- Falmer Road will be one-way westbound (between Cornwall Road and Clarence Road)
- Cornwall Road will be two-way (between St Ann's Road and Alexandra Road)
- Gorleston Road will be one-way westbound (between North Grove and Cornwall Road)
- Avenue Road will be two-way (between West Green Road and Newsam Avenue)
- Oulton Road will be two-way (between South Grove and Cissbury Road)
- Cissbury Road will be one-way northbound (between St Ann's Road and Oulton Road)
- The left turn will be banned from Seven Sisters Road into Suffield Road (for all traffic except emergency vehicles, buses and cyclists)

OPTION B (See map, page 10-11)

In Option B we are proposing to introduce 9 modal filters at the following locations:

1) Emergency access modal filter on Clarendon Road (east of Avondale Road)
2) Emergency access modal filter on Woodlands Park Road (north of Conway Road)
3) Emergency access modal filter on Etherley Road (south of Cranleigh Road)
4) Emergency access modal filter on Cranleigh Road (west of access road near Black Boy Lane)
5) Emergency access modal filter on Etherley Road (west of Black Boy Lane)
6) Emergency access modal filter on Dagmar Road (west of Cornwall Road)
7) Emergency access modal filter on Falmer Road (west of Cornwall Road)
8) Emergency access modal filter on Culvert Road (east of Grove Road)
9) A physical modal filter on Clinton Road (at the junction with West Green Road)

As part of Option B, we are proposing to change some of the permitted traffic movements:

- Newsam Avenue will be one-way eastbound (between Avenue Road and South Grove)
- South Grove will be one-way southbound (between Newsam Avenue and Oulton Road)

Where trial modal filters are introduced or changes in traffic movements, we may need to remove or relocate up to 4 parking bays at each location.

Page 7:

Additional Measures
We are also proposing to introduce School Streets, new crossings and cycle hangars across St Ann's under both Option A and Option B. The School Streets would be implemented as a trial similar to the LTN, but we are proposing to introduce bike hangars and crossings as permanent changes.

School Streets
1. West Green Primary School
Outside of West Green Primary School we are proposing to temporarily close a section of Woodlands Park Road between Clarendon Road and West Green Road. Woodlands Park Road will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents and businesses on Woodlands Park Road north of Clarendon Road and Culross Close will still be able to access their addresses during these times, as well as business customers.

2. St Ann's CE Primary School
Outside of St Ann's CE Primary School we are proposing to temporarily close a section of Avenue Road between St Ann's Road and Newsam Avenue Road. Avenue Road will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents and businesses on Avenue Road south of Newsam Avenue will still be able to access their addresses during these times, as well as business customers.

Pedestrian Crossings
We are proposing to introduce three new Zebra crossings within the neighbourhood. These are:

1) A new Zebra crossing on St Ann's Road (west of the junction with Black Boy Lane)
2) A new Zebra crossing on St Ann's Road ((between Suffolk Road and Grove Road)
3) A new Zebra crossing on West Green Road (between Bedford Road and Lawrence Road)

Further design work will be needed to determine the exact location of the crossings.

Cycle Hangars
We are proposing to introduce 6 cycle hangars within the St Ann's LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

Local residents may rent a cycle hangar space by paying an annual fee and key deposit to Cyclehoop. For further information on cycle hangars and details of charges, visit *www.cyclehoop.com*

We have received several requests for cycle hangars from residents across the area. Cycle hangars have been proposed on streets where we have received multiple requests.

We are proposing cycle hangars replace parking bays outside the following addresses:

1) 59 Harringay Road
2) 13 Terront Road
3) 118 Roslyn Road
4) 201 Cornwall Road
5) 31 Elmar Road
6) 7 Grove Road

Page 8 & 9 :

A map of Option A has been placed here showing the proposed measures described on Page 6 and 7.

Page 10 & 11:

A map of Option B has been placed here showing the proposed measures described on Page 6 and 7.

Page 12:

WHAT HAPPENS NEXT?

Your feedback to this consultation will help shape the changes we are proposing for the area and the phasing of the next steps.

- In Autumn 2021 a decision will be made on the next steps. We will consider your consultation feedback to decide on the next steps. We will notify all residents and businesses on the outcome of the consultation.
- In Autumn/Winter 2021 there will then be a trial implementation (subject to your consultation feedback) and start of 6 months formal consultation. Modal filters and School Street proposals implemented as trial changes under an experimental traffic order. Cycle hangars and new crossings implemented as permanent measures
- Early 2022 to Summer 2022 there will be ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.
- In Autumn 2022 there will be a review of feedback and monitoring data to consider whether to make the trial changes permanent.
- In around Autumn/Winter 2022, a decision on whether to make the trial changes permanent will be made. We will then notify all residents on the outcome of the decision and the next steps.

HAVE YOUR SAY

We want to hear your views on the changes we are proposing for the area and the phasing. You can have your say online or by filing in the paper copy of the survey. Please submit your response to this consultation no later than 17th September 2021. You can do this via one of the following three options.

Online you can fill in a questionnaire for the St Ann's LTN which is found by following this link www.haringey.gov.uk/low-traffic-neighbourhoods

Post, fill in your paper copy of the questionnaire and return it to the freepost address: Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 225 High Road, Wood Green, N22 8HQ

E-mail, you can fill in the questionnaire and email it to StAnnsLTN@haringey.gov.uk

In person you can visit one of the libraries below to fill in the questionnaire in person. You can also leave the completed questionnaire at the same library.

- **Marcus Garvey Library, 1 Philip Lane, N15 4JA**
- **Coombes Croft Library, 4 High Road, N17 8AG**
- **St Ann's Library, Cissbury Road, N15 5PU**
- **Alexandra Park Library, Alexandra Park Road, N22 7UJ**
- **Wood Green Library, 187-197A High Road, N22 6XD**



St Ann's Low Traffic Neighbourhood Consultation Report.

Prepared for Haringey Council.

November 2021.

e.c.f.

Haringey LONDON

NRP NORMAN ROURKE PRYME
Construction Consultants
Highways & Infrastructure
Traffic & Transport

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Executive Summary

- This report summarises the engagement work that was undertaken on proposals for a Low Traffic Neighbourhood (LTN) in the St Ann's area of the London Borough of Haringey (LB Haringey).

- The report primarily focuses on the outcomes of the public consultation process that ran between August and September 2021. During that process, 1,078 people responded to a questionnaire about two LTN proposals for the St Ann's area.

- To summarise, the main difference between the two options pertains to the proposed location of modal filters. Modal filters are points in the road which prevent motor vehicles passing through, but allow walking, cycling and wheeling.

- In Option A, modal filters are proposed to prevent all through traffic passing through the St Ann's area. In Option B, there are no filters proposed for Black Boy Lane, Cornwall Road and Avenue Road, allowing traffic to pass through the area on these roads. Access to all addresses in the area is maintained under both options.

- The analysis has found the majority of respondents to the questionnaire strongly favoured the implementation of Option A over Option B. This applied across almost all different demographic groups within the St Ann's area.

- However, the analysis of the Disabled People and Carers Survey data found there were concerns among this group of residents about the proposed impact of the implementation of an LTN.

- Likewise, a similar concern was expressed among owners of businesses who participated within the process. Business owners and managers expressed concerns about the impact an LTN may have on their day to day business operation.

- The data presented in this report is designed to inform the decision that will be taken by LB Haringey Cabinet prior to the potential implementation of a LTN within the St Ann's area.

- The consultation process undertaken by LB Haringey has gone well beyond the statutory requirement. If a LTN is implemented in St Ann's, it will go in as a trial under an Experimental Traffic Order and there will be additional opportunities for the community to feedback through the statutory consultation process.



INTRODUCTION

1.0. Introduction

1.1. This report outlines the results of the consultation that took place on proposals to introduce a Low Traffic Neighbourhood (LTN) in the St Ann's area of the London Borough of Haringey.

1.2. The area is bounded by Green Lanes in the west, Seven Sisters Road/A10 to the east, West Green Road to the north, and St Ann's Road to the south. The St Ann's area is demonstrated in Figure 1. Together, these constitute the boundary roads that are referenced later in the report.

1.3. As part of the consultation process, Haringey undertook a non-statutory consultation which consisted of digital and non-digital events, community design workshops, bespoke accessible surveys and perceptions surveys. Alongside the proposals, two options were outlined and feedback was invited from all consultees.

1.4. The consultation for the proposed St Ann's LTN was split into three stages. The first stage constituted early engagement that was launched in February 2021. A public meeting was held on 2 March 2021, and feedback was garnered through a Commonplace Map, which allowed participants to provide their views and suggestions for an LTN in St Ann's. The results of that process can be found by following this link: https://tinyurl.com/StAnnsAnalysis

1.5. The second stage of engagement commenced in May 2021 and consisted of two community design workshops and meetings with stakeholder groups, including with parents and teachers at local schools in July 2021. A bespoke survey for Disabled People and Carers was also launched at this time, which ran until 3rd September 2021. A short summary of this engagement, which supported the development of the options that were consulted on, is included in this report.

1.6. The third stage of engagement constituted the public consultation which ran from Monday 23 August to Friday 17 September 2021, which provides the primary focus for this engagement report. This report summarises the qualitative and quantitative data derived from the consultation survey, and it also reports on the rates of participation and the demographics of those who have provided their feedback. Further, it includes and summarises the Disabled People and Carers Survey, correspondence received by email, and feedback generated through a business perception survey that was conducted within the area.

1.7. The objective of the third stage of engagement was to test two options for an LTN scheme in St Ann's and garner feedback on each. A series of interventions, such as the proposed School Streets, new zebra crossings, and cycle hangars were also tested in the survey.

The St Ann's LTN Area



1.0. Introduction

1.8. During the third stage of engagement for St Ann's, the Council consulted on two options for a LTN in St Ann's, the maps for both options are provided on the next two pages. To summarise, the main difference between the two options pertains to the proposed location of modal filters. Modal filters are points in the road which prevent motor vehicles passing through, but allow walking, cycling and wheeling.

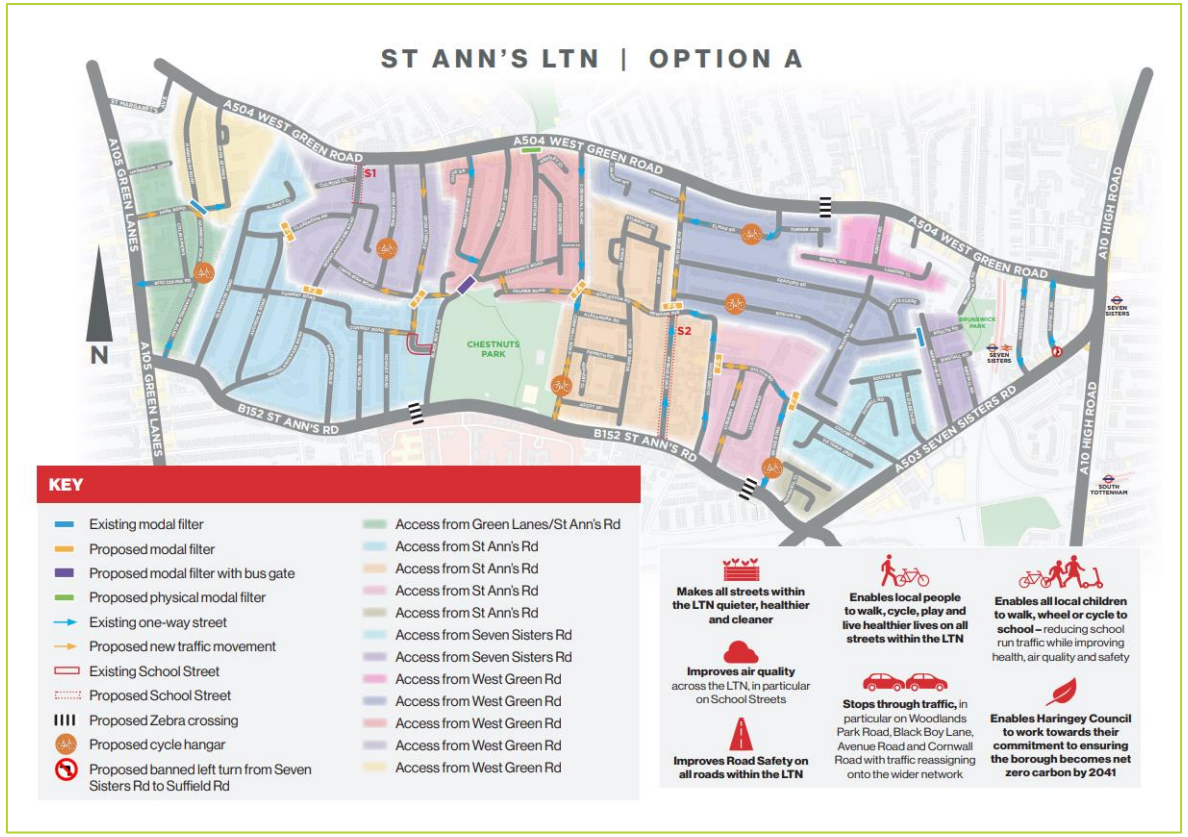
1.9. In Option A, modal filters are proposed to prevent all through traffic passing through the St Ann's area. In Option B, there are no filters proposed for Black Boy Lane, Cornwall Road and Avenue Road, allowing traffic to pass through the area on these roads. Access to all addresses in the area is maintained under both options.

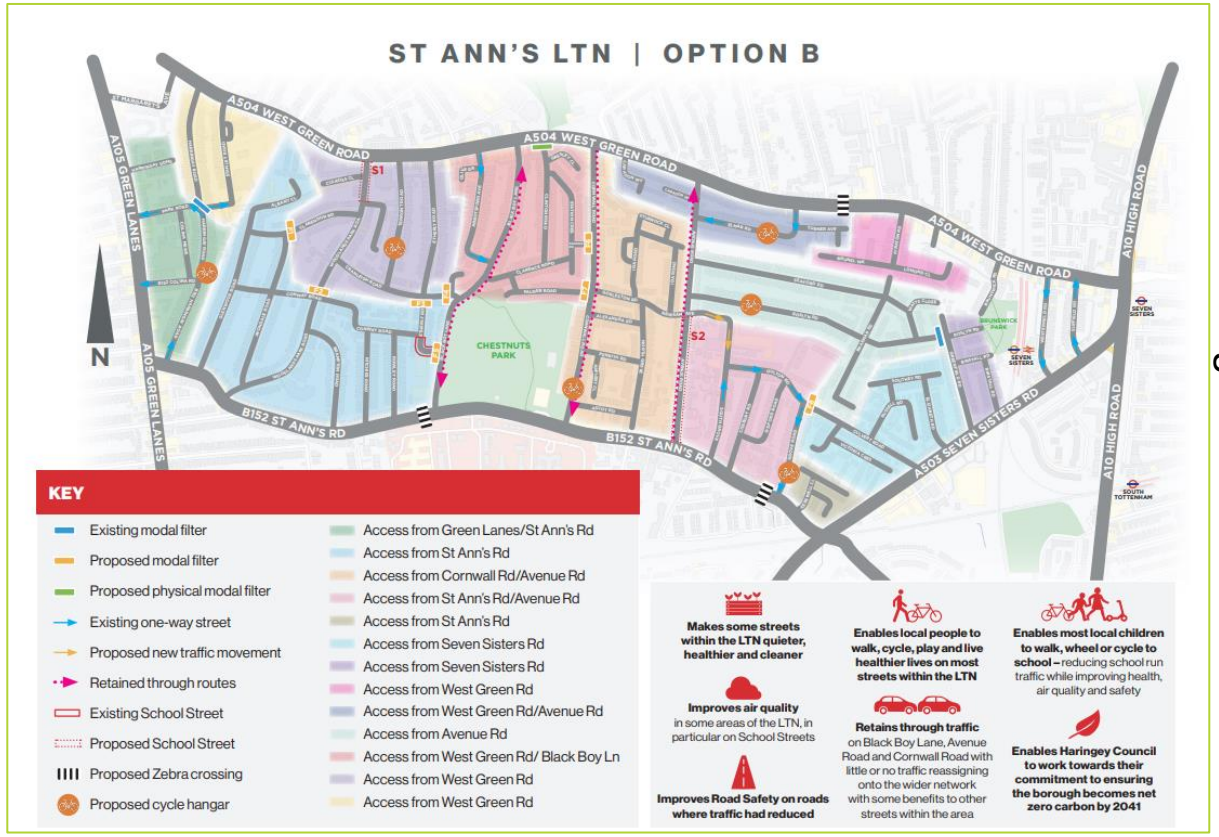
1.10. During the public consultation, a survey for businesses in and adjacent to, the project area was carried out. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. That report will be published alongside this report, and the two reports that have been produced for the proposed Bounds Green LTN and the proposed Bruce Grove and West Green Road LTN.

1.11. This Consultation Report will help inform the decision taken by the London Borough of Haringey as to whether a LTN scheme will be implemented and if so, which option will be implemented on a trial basis. This report will also underpin any changes that are made to the options, should the Council choose to implement one in the future. If a scheme is implemented, it will be done so under an Experimental Traffic Order (ETO) which will provide further opportunities for residents, businesses, and stakeholder groups to have their say on the impact of that scheme.



1.0. Introduction





ENGAGEMENT

2.0. Engagement

2.0.1 LB Haringey (working with consultants NRP and ECF) delivered a comprehensive engagement package both before and during the consultation on the St Ann's LTN. The aim of this engagement was to inform residents, businesses and other stakeholders about the proposed LTN and invited their comments and feedback on design proposals.

2.0.2. Engagement methods included letters and mail outs, on-street posters, lamppost wraps and engagement boards, online workshops, on street pop-ups, door to door business engagement, councillor briefings and targeted stakeholder engagement. These tools were designed to reach as wide an audience as possible, and included particular efforts to reach user groups that tend to be excluded from consultations.

2.0.3. The engagement happened in three stages:

- Stage 1 - Early Engagement (February- March 2021)
- Stage 2 - Community Design Workshops (April - June 2021)
- Stage 3 – Public Consultation (August - September 2021)



2.1. Stage 1: Public meetings (Feb – March 2021)

2.1.1. During stage 1, LB Haringey wanted to gather the views of residents and businesses on their local area. An online Commonplace map tool was launched for St Ann's. This tool encouraged residents to suggest issues and opportunities in the area, and propose improvements and interventions they would like to see in their neighbourhood.

2.1.2. LB Haringey ran an online Q&A meeting. This was attended by around 50 people. Participants were able to ask questions about Haringey's proposed LTN programme and Walking and Cycling Action Plan.

2.1.3. Letters were sent to all addresses in the area, and lamppost wraps were installed across the local area. This informed residents and other stakeholders of the online Commonplace tool, and the online Q&A meeting

2.1.4. Targeted meetings were held with local schools, emergency services and disability groups.

2.1.5. The report on this process can be found here: https://tinyurl.com/StAnnsAnalysis. This report does not go into this in detail.

2.2. Stage 2: Community Design Consultation (April – June 2021)

2.2.1. Following the first stage of feedback, in which people submitted feedback through Commonplace, design options for the St Ann's LTN were developed. Further feedback was then invited in two community design workshops.

2.2.2. The following activity was undertaken between April – June 2021:

- Two meetings with schools to brief on LTN proposals in St Ann's, Bruce Grove and Bounds Green. These took place on 28 April 2021 and 30 April 2021.
- A meeting with ward councillors held on 10 May 2021.
- A meeting with organisations representing those with disabilities on 19 May 2021.
- Two public workshop sessions held on 24 May 2021 and 25 May 2021
- A meeting was held with the St Ann's Healthy Streets group on 27 May 2021.
- A meeting with several stakeholder groups in St Ann's held on 15 June 2021.

2.2.3. In the workshops two design options were presented for the St Ann's LTN, and participants were invited to comment on the proposals and raise any issues or suggestions about the design.

2.2.4. Letters were sent to all addresses in the area, and lamppost posters around the neighbourhood to advertise the workshop process.

2.2.5. A bespoke survey for disabled people and carers in the project area was also launched at this stage.

2.3. Stage 3: Public Consultation (August – September 2021

2.3.1. A public consultation on two options for the St Ann's LTN was run between 16th August 2021 through to 17th September 2021. The consultation encouraged residents, businesses and other stakeholders to feedback on the two proposed design options for the St Ann's LTN.

2.3.2. At the start of the consultation, all addresses within the area were sent a mail out. This contained:

- An information booklet - which explained the LTN proposals in detail
- A paper consultation survey - which could be used to respond to the consultation
- A translation sheet - which could be used to request translation of the consultation materials

2.3.3. The consultation could be responded to by:

- Completing and online survey
- Completing a paper survey and posting it to LB Haringey
- Completing a paper survey and returning it to a public library
- Completing a paper survey and returning it at a drop-in session
- Emailing LB Haringey

2.3.4. In order to drive participation in the process, six pop-up sessions were held across the St Ann's area, at the following times and locations:

- Saturday 4th September, 10am – 2pm, Chestnuts Park
- Wednesday 8th September, 2.30pm – 4pm, St Ann's Primary School
- Thursday 9th September, 2.30pm – 4pm, Chestnuts Primary School
- Friday 10th September, 2.30pm – 4pm, West Green Road Primary School
- Saturday 11th September, 10am – 2pm, St Ann's Library
- Monday 12th September, 2.30pm – 4pm, Seven Sisters Primary School

2.3.5. A set of engagement boards were stationed in the St Ann's Library throughout the duration of the public consultation. These displayed information about the project and provided information about how residents could offer their feedback.

2.3.6. In addition, 25 lamppost wraps and 100 posters were placed across the LTN area, with QR codes to direct them to the project website, to encourage them to participate.

2.3.7. A survey for businesses in and adjacent to, the project area was launched as well. The survey asked questions about deliveries, loading, parking and the travel habits of staff and customers. Business surveying was carried out across six different days, involving the delivery of paper surveys to all businesses in the project area, and provided an opportunity for them to ask questions about the LTN proposals.

COMMUNITY DESIGN (APRIL – JUNE 2021)

3.0. Participant Demographics

3.0.1. This section of the report covers the demographics of those who participated in the community design process between April – June 2021.

3.0.2. Demographic data was only collected on the 102 individuals who registered to participate in the workshop sessions, held on Zoom, on 24 May and 25 May 2021. Some participants who registered did so for their household, therefore, one registration may have had multiple demographics associated with it.

Gender

3.0.3. The following breaks down the gender identification of those who registered to attend the session:

- Female – 39 (38%)
- Male – 47 (46%)
- Other (not specified) – 1 (1%)
- Prefer not to say / no answer - 15 (15%)

3.0.4. There were a slightly higher number of men who registered to attend the session, with a sizeable minority of individuals choosing not to answer the question.

Age

3.0.5. There were a wide range of age groups represented at the session. The majority of attendees, 53 (52%), were under the age of 50, with the vast majority of those, 40 (39%) identifying as between the age of 30-44. Only 7% identified themselves as over 60.

3.0.6. This corresponds with the St Ann's ward profile demographic which indicates the largest proportion of residents fall between the age of 20-44 (49.9%). Only 8.7% of the ward are over the age of 65.

Disability

3.0.7. Individuals were asked to identify whether they had a disability, or a long-term illness. The following answers were provided:

- Prefer not to say or no answer – 27 (26%)
- I do not have a disability / No disabilities – 67 (66%)
- Deaf / British Sign Language User – 1
- Deafness or partial loss of hearing – 1
- Long term illness (undefined) – 1
- Long term illness | Physical disability – 1
- Mental ill health – 3 (3%)
- Other (I am a carer) – 1

3.0.8. Only 7% of individuals who registered to participate identified as having a disability or a long-term illness. However, when this is adjusted to remove the 27 people who did not give an answer, the figure rises to 11%. This compares to overall data showing 17.9% of residents across St Ann's ward identify as having a disability or a long-term illness.

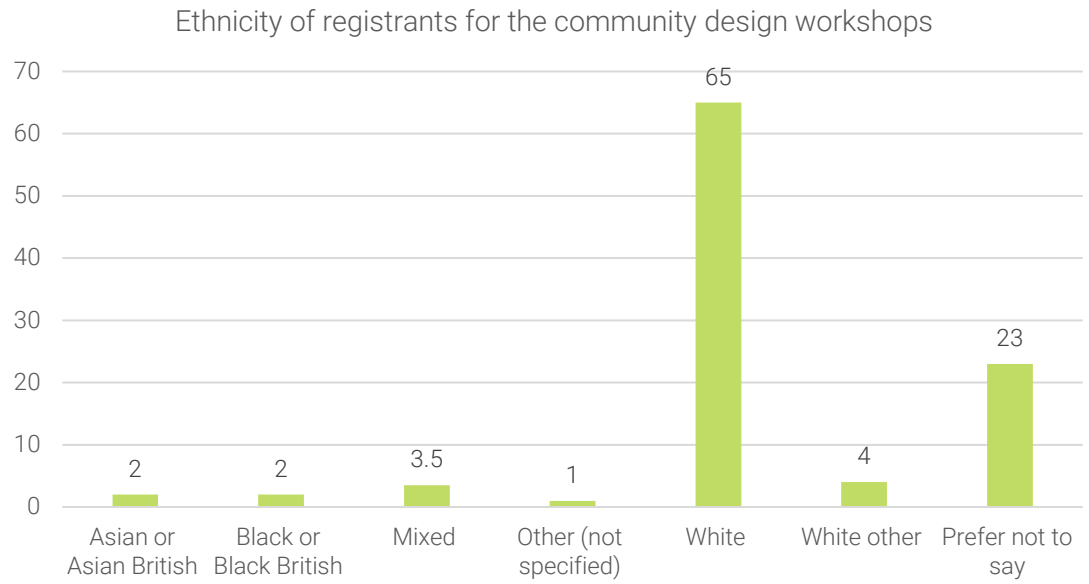
3.0. Consultee Demographics

Ethnicity

3.0.9. 23 (23%) of attendees did not provide an answer to the question about their ethnic identity. Several different ethnic groups were represented in the process:

- Prefer not to say / no answer – 23 (23%)
- Asian or Asian British – 2
- Black or Black British – 2
- Mixed – 5 (5%)
- Other (no specified) – 1
- White – 65 (64%)
    - British – 53
    - Irish – 3
    - Any other white background (unspecified) – 9
- White Other – 4 (4%)

3.0.10. When accounting for individuals who did not answer, 13% of individuals described themselves as Asian, Asian British, Black, Black British, Mixed, or other background. When compared to the ward profile for St Ann's, there was an over-representation of White British individuals participating in the process, and an under-representation of the White Other group, which is the largest in the ward.



3.1. Stakeholder Sessions

3.1.0. On 19 May 2021, a specific session was held for groups representing those with disabilities in Haringey. The session was attended by Disability Action Haringey and Wheels for Wellbeing and covered three LTN areas. This report is only concerned with comments in relation to the St Ann's area, separate reports have been produced for the Bruce Grove and Bounds Green LTNs.

3.1.1. The project team presented on the proposal for a LTN in St Ann's, the following issues were raised by the groups:

- The lack of an inclusive access at the entrances to Brunswick Park was raised, with one representative feeling the current arrangements could violate the Equality Act 2010. Whilst Brunswick Park is outside the scope of the project, the feedback has been noted.
- Concerns were raised around vehicular movements being changed on Avenue Road resulting in those who need to access Goreston Road having to go via Cornwall Road.
- It was suggested Avenue Road should be made two-way for vehicles, although the practical implications of this were discussed.
- A general discussion was had about the need to generally improve the footways in the area to make sure they are accessible to wheelchair users and those with visual impairments.

3.1.2. The project team also held a meeting with the Healthy Streets St Ann's group on 27 May 2021. A presentation was delivered on the two options and a facilitated discussion was held on the merits of each.

3.1.3. The strong views expressed at the meeting were in favour of Option 1, with individuals present stating Option 2 did not address identified issues, such as speeding and anti-social driving along Black Boy Lane. One attendee argued the Council should also look at improving cycling provisions on the boundary roads whilst also bringing forward a LTN in St Ann's.

3.1.4. The final stakeholder group session took place on 15 June 2021 and was attended by the following groups:

- Haringey Living Streets
- Fountain Area Residents Association
- Ladder Community Safety Partnership
- Healthy Streets St Ann's (two representatives)
- Haringey Cycling Campaign
- TfL (though as a non-participating member, providing additional insight from TfL)

3.1. Stakeholder Sessions

3.1.5. A discussion was had regarding the utility of both options, with some groups expressing a preference for seeing the implementation of Option A. In addition, feedback was received on the following:

- There is a desire within the community to see the permanent introduction of School Streets outside St Ann's Primary School, West Green Primary School and Chestnuts Primary School.
- The proposed intervention on Harringay Road was raised, and the project team were asked to look at this again, as it was felt the proposal would not address cut throughs in this location.
- Some members of the group felt allowing southbound travel on Black Boy Lane (as proposed in Option 2) would undermine the purpose of an LTN.
- One group felt there should be more options explored in terms of the enforcement of the LTN and whether camera enforcement was the most appropriate for the area.

3.1.6. At each of these sessions, it was agreed the project team would continue an open dialogue with these organisations and invite representatives to attend future engagement or consultation events.

3.2. Workshops

3.2.1. Public workshops were held on Monday 24 May 2021 and Tuesday 25 May 2021 to provide residents with the opportunity to view the two different options for LTN in St Ann's. These sessions were advertised via mailshot and people could register to attend using Eventbrite.

3.2.2. In total, approximately 35 individuals attended the workshop session that took place on Monday 24 May 2021 and a further 28 attended the session that was held on Tuesday 25 May. Therefore, a total of 63 people attended against 102 people who registered to participate.

3.2.3. The sessions were held on Zoom due to COVID-19 restrictions, and attendees were broken up into virtual rooms with a facilitator and member from the technical team. In those breakout room sessions, participants reviewed the two options and provided their comments in a structured "*Keep, Change, Add*" format. This feedback was collected on Google Jamboard and all the feedback will be published on the LTN website. The themes are now summarised

Option Preference

3.2.4. Option 1 presented to the community, that included a modal filter with a bus gate on Black Boy Lane, was the most popular of the two among attendees. Existing problems with speeding, particularly adjacent to Chestnuts Primary School was raised as an issue this type of intervention could help to address.

3.2.5. However, there were a minority of attendees who voiced opposition to any type of intervention on Black Boy Lane. That sentiment was accompanied by general opposition to the installation of a LTN in the St Ann's area. Issues such as the ability of elderly and disabled people to access their properties were raised when this sentiment was expressed.

3.2. Workshops

3.2.6. Those expressing a preference for Option 1 argued it would address existing issues on Black Boy Lane and align with the objectives of a LTN project. By letting traffic travel southbound, as per Option 2, it was argued the existing issues on the road would not be addressed, and that other roads, such as Abbotsford Avenue, could act as a rat run.

3.2.7. A small minority of participants felt Option 2 could work for St Ann's as the first stage of the introduction of a LTN, believing Option 1 to be too strong an intervention in the first instance. The project team did not hear significant unqualified support for Option 2, and many felt a partial severance would make the current situation worse and encourage speeding.

School Streets

3.2.8. Comments on School Streets were largely positive, and some participants pushed to see the option for a "harder" intervention at Chestnuts Primary School brought forward as quickly as possible. It was felt the introduced scheme had been successful when the barrier was manned, but as it is not anymore. A more permanent solution was requested by some of the parents of children at the school, who were present. In addition, some present at the workshop sessions advocated for the widening of pavements outside the primary school to create a safer environment for students and parents.

3.2.9. There was a broad consensus at both sessions that reducing vehicular movement and traffic speeds outside schools, particularly at the start and the end of the school day, would be a positive measure. This included some individuals who had expressed negative sentiment towards the LTN project in its entirety.

Impact on Boundary Roads - St Ann's Road, Green Lanes and West Green Road

3.2.10. The impact of the proposals on St Ann's Road (and the subsequent knock-on effect on Green Lanes) was raised on several occasions. Concerns were raised that any LTN intervention could result in additional use of St Ann's Road with the potential for increased speeds and "anti-social" driving behaviours. Suggestions were made including the provision of a speed camera on St Ann's Road to ensure compliance with speed limits.

3.2.11. Similar comments were raised in relation to Green Lanes and West Green Road. A suggestion was received to ban parking on West Green Road, as it is well served by bus routes and is being made narrower by the presence of cars parked on the side of the road.

3.2.12. Linked to this, a small minority of residents asked about the impact of this scheme on the Harringay Ladder streets and asked when measures would come forward to reduce vehicle movements in this area. There was some concern that Wightman Road may bear the brunt of the displaced traffic and drivers may use some of the Harringay Ladder streets to access it.

3.2.13. A small minority of residents felt the removal of all north and south connections, as outlined in Option 1, would have a negative impact on Green Lanes, which already has severe traffic issues

3.2. Workshops

Harringay Road

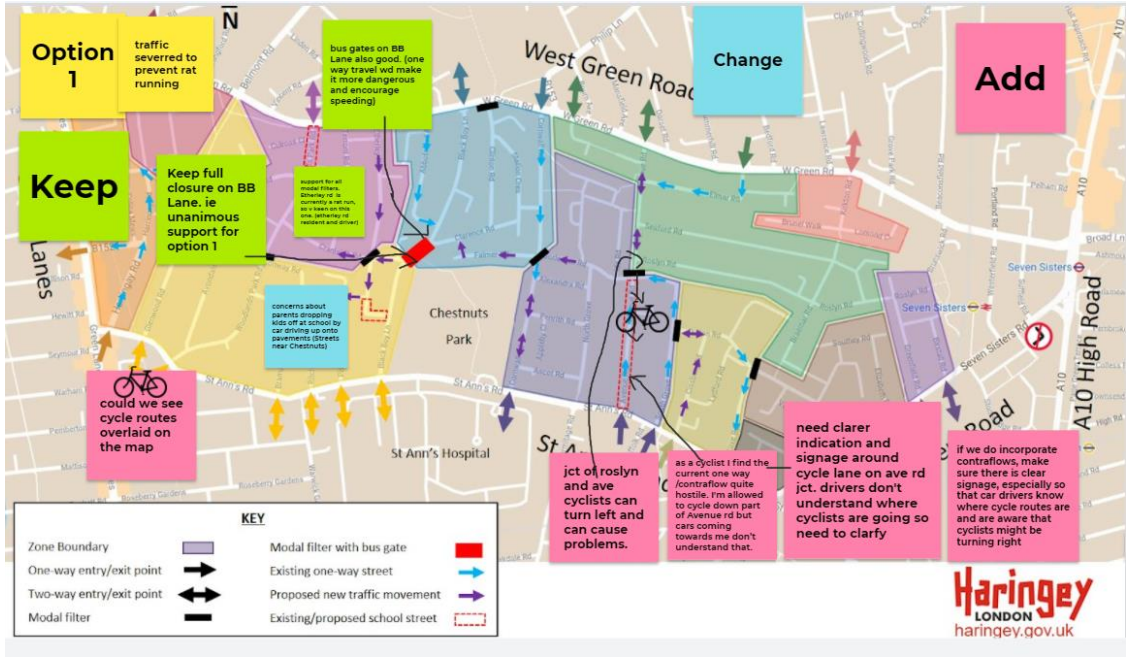
3.2.14. Some participants asked what impact the scheme would have on Harringay Road. Participants who live on Harringay Road stated it was a very busy road already and the LTN interventions could exacerbate the situation. One participant asked whether a modal filter could be installed to prevent vehicles using it as a cut through.

Additional issues

3.1.15. The following issues were also noted on Jamboard, or raised sporadically during the proceedings:

- A request for an exemption to allow Blue Badge holders to pass through the modal filters.
- Support for additional cycle hangars, specifically on Riches Road, as long waiting lists currently exist.
- A request was received to outline the Council's future thinking for integrating cycle routes across St Ann's and the neighbouring LTN areas (Bruce Grove and Bounds Green).
- A suggestion to open Chestnuts Park to cyclists through the existing north gates was received.
- An issue was raised at the area between the end of Rosslyn Road that led into Brunswick Park; motorbikes use the drop curb as an invitation to cut through the park to West Green Road. Participants argued this should be addressed to aid pedestrian safety.
- The widening of pavements across the LTN area was an idea that was suggested on several occasions.
- The installation of speed cameras on St Ann's Road was raised as a potential option to reduce speeds.

3.1.16. This feedback was shared with the design team, who iterated on the options, in advance of taking two options out to public consultation.



Google Jamboard from a workshop session .

3.1.17. Based on feedback from the workshops and engagement, Option 1 was refined and progressed to the consultation (as Option A). Given the lack of support for Option 2 an alternative option was developed for the consultation (Option B),

PUBLIC CONSULTATION (AUGUST – SEPTEMBER 2021)

4.0. Participant Demographics

4.0.1. This section of the report covers the demographics of those who participated in the questionnaire that ran through August – September 2021.

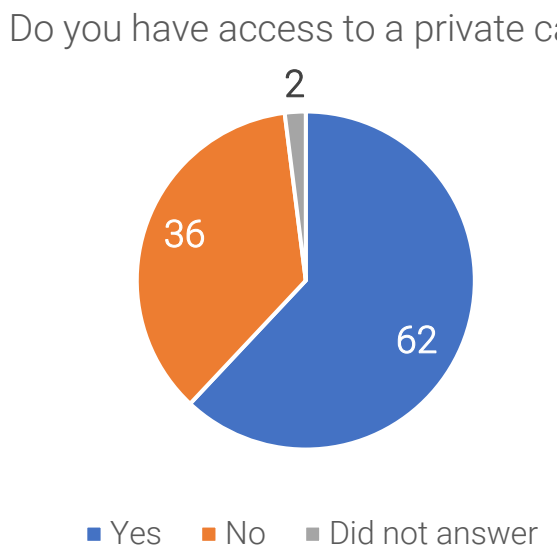
4.0.2. In total, 1,007 responses to the survey were submitted online and an additional 71 responses were submitted by post, or left at the St Ann's Library, totalling 1,078 responses received. 59 of the 1,078 responses came from participants located on one of the boundary roads.

4.0.3. 69% (747) of participants stated they lived in the St Ann's area. 59 live on one of the boundary roads outlined above. 26% (284) said they visit friends and family in the area, and 25% said they visit businesses in the area. 2% (25) said they owned a business in the area. It is worth noting a further 28 businesses responded to the business perception survey, meaning at least 53 businesses participated in the process in some form.

4.0.4. The following organisations submitted responses to the survey:

- United Cabbies Group
- Snap Inc
- G Myristis Ltd T/as Wearite Clothing Co
- Sonnik Ltd
- The Albion Knitting Company
- St Ann's CE Primary School
- Tottenham & Wood Green Friends of the Earth
- St Ann's Church
- Transport for London Buses
- Seven Sisters Primary School
- Summerhill Road Neighbourhood Watch
- Victoria, Kerswell, Culvert and Pagin RA
- Haringey Living Streets
- Ducketts Green Healthy Streets
- Better Streets for Enfield
- Friends of Chestnuts Park
- Cranleigh Garage

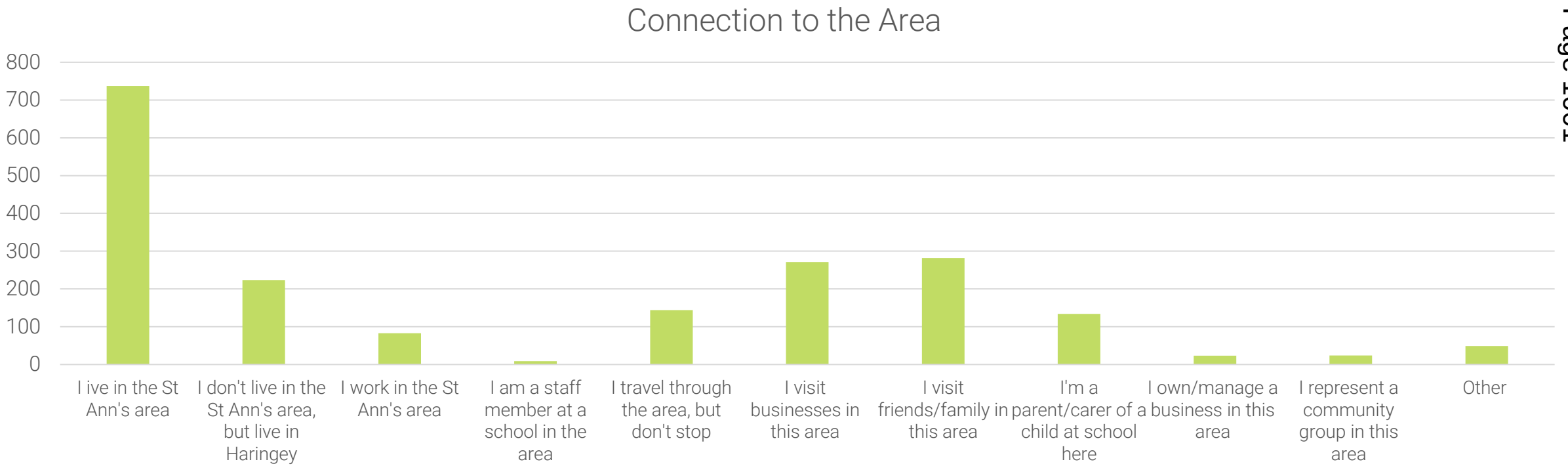
4.0.5. Participants were asked if they had access to a private car. 62% indicated they did, whereas 36% indicated they did not. 2% of participants did not provide an answer.



4.0. Participant Demographics

4.0.6. Participants were also asked how they were connected to the St Ann's area. 68% of participants indicated they lived in the St Ann's area. Some participants picked multiple connections.

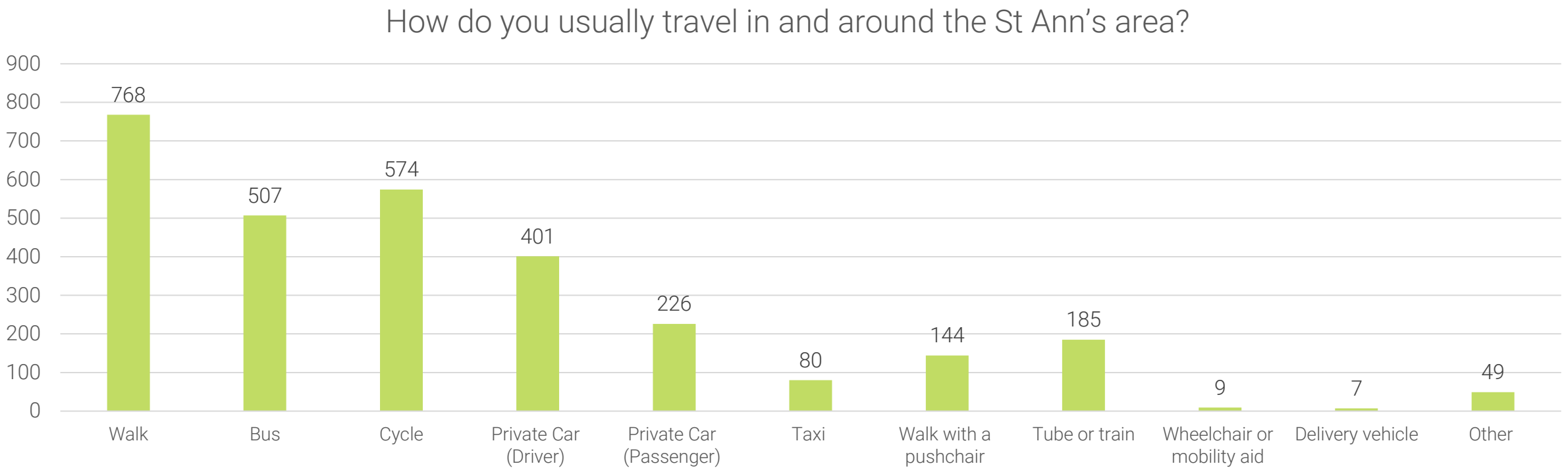
4.0.7. A further 21% of participants indicated they do not live in the St Ann's area, but live elsewhere in the London Borough of Haringey.



4.0. Participant Demographics

4.0.8. Participants were also asked how they usually travelled around the St Ann's area. Walking was the most popular responses, provided by 71% of participants. Cycling was the second most popular at 53%, followed by bus use at 47%.

4.0.9. A further 37% of participants indicated they drove a car, alongside 21% who said being a passenger in a car was how they usually travelled around the area.



4.0. Participant Demographics

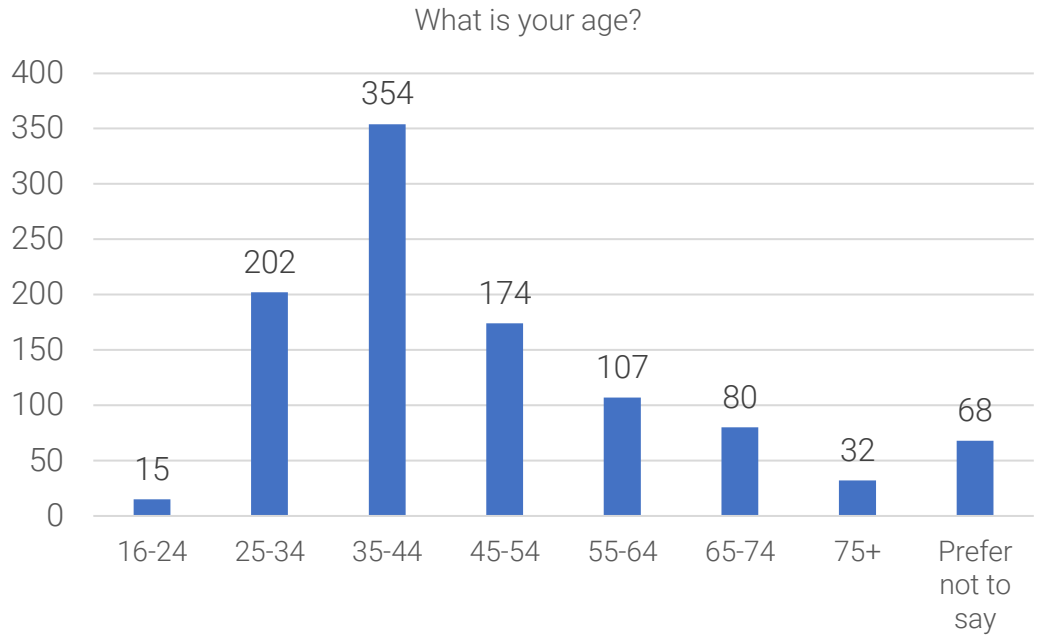
4.0.10. Participants were asked a series of demographic questions. Some individuals did not provide an answer, so not all figures add up to 1,078 in the tables provided.

4.1.11. When asked to identify their gender, 47% selected "woman", whilst 44% selected "man". 8% preferred not to say, and a small number identified as "non-binary" or "other".

4.1.12. The most common age group of respondents, was 35-44, which was selected by 45% of people who answer the question. Overall, 55% of those who participated in the process were under the age of 45.

4.1.13. When the figures on age are compared to the wider ward demographics for St Ann's, there was a slight overrepresentation of those over the age of 65.

Gender	Total	Percentage
Man	458	44%
Woman	486	47%
Other	6	1%
Non binary	5	<1%
Prefer not to say	78	8%
Total	1033	100%

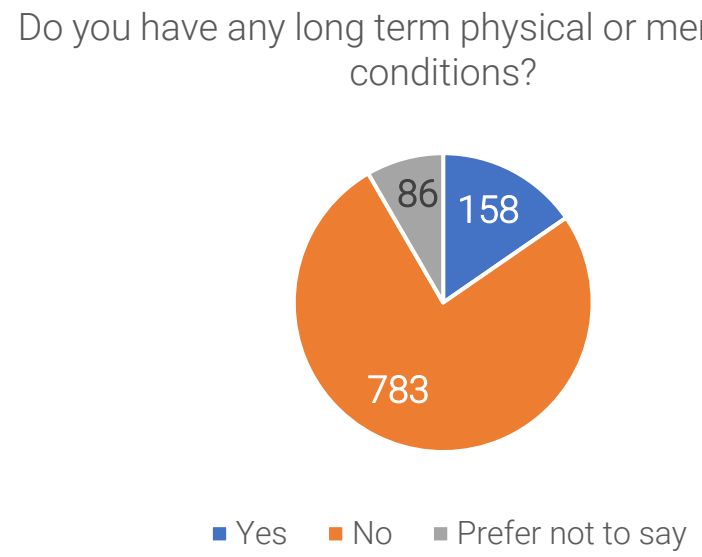


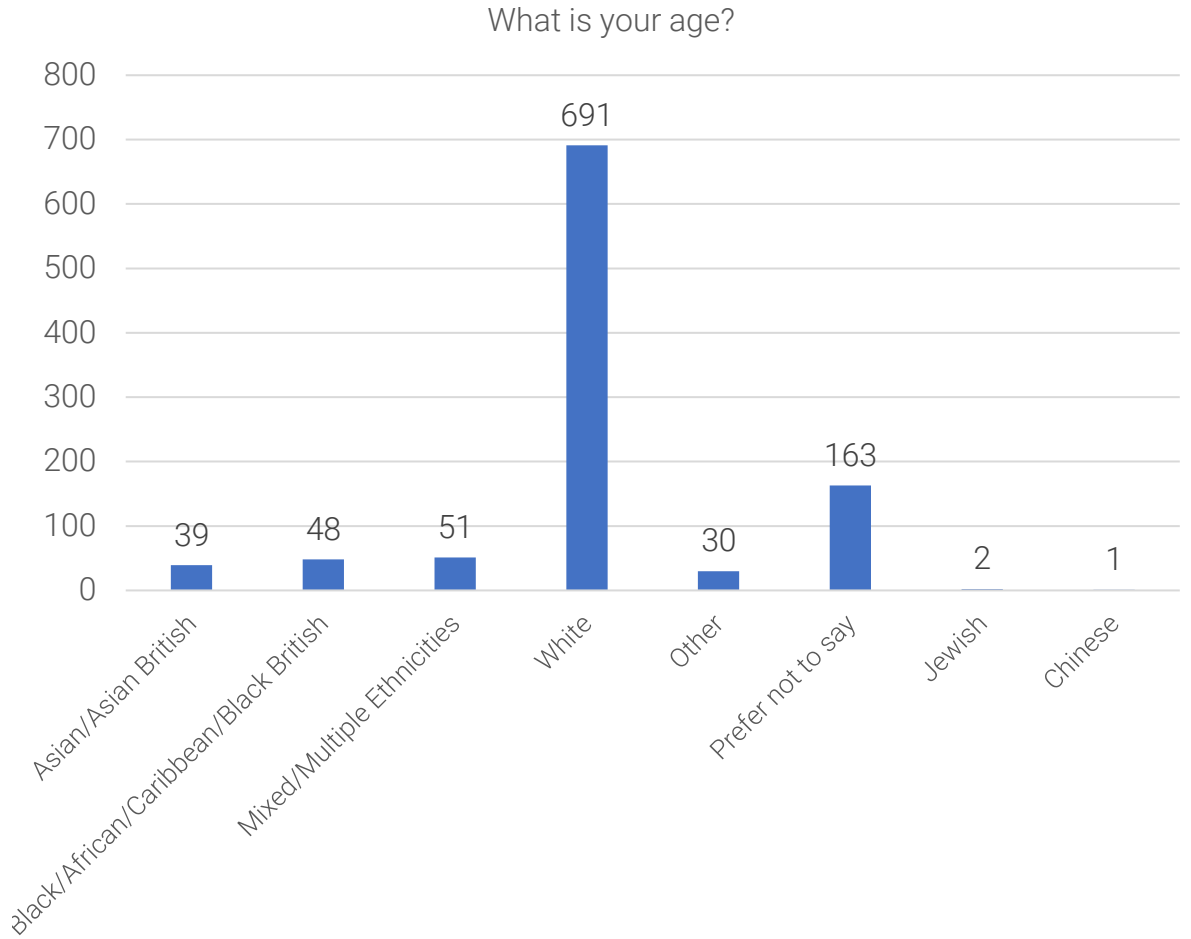
4.0. Participant Demographics

4.0.14. 67% of those who answered this question, identified as "white", with "prefer not to say" constituting the second most popular answer.

4.0.15. There is an underrepresentation of Black/African/Caribbean/Black British individual when compared to the ward level data.

4.0.16. 15% of participants identifies as having a long term physical or mental health condition, which is broadly in line with what is outlined within the St Ann's ward profile. When asked to identify their condition, the majority (54%) preferred not to identify their condition.



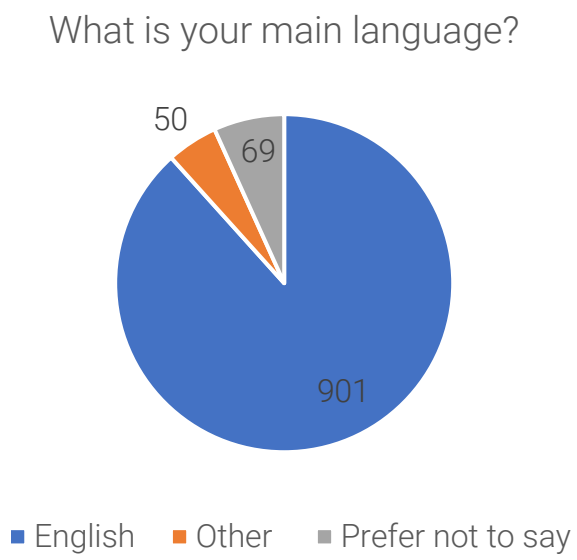


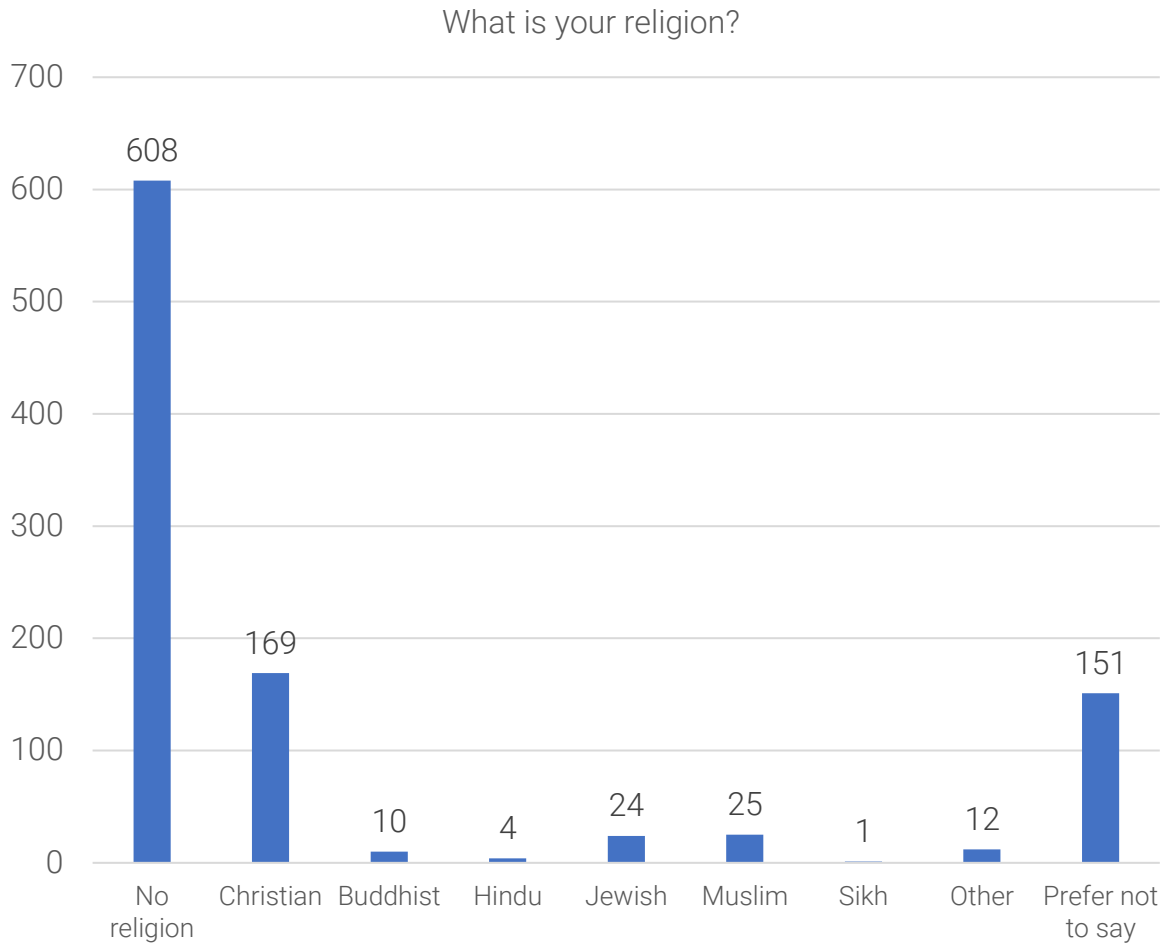
4.0. Participant Demographics

4.0.15. The majority of participants, 59%, identified as having "no religion". A further 16% identified as Christians, and 15% preferred not to say when asked.

4.0.16. Based on ward profile data, there was an underrepresentation of individuals who identify as Christian or Muslim.

4.0.17. 88% of respondents stated English was their main language. Several different languages were spoken among the "other" group including Italian, Spanish, Russian, Finnish, Yiddish, French and German.





4.1. Consultation Results Quantitative Data

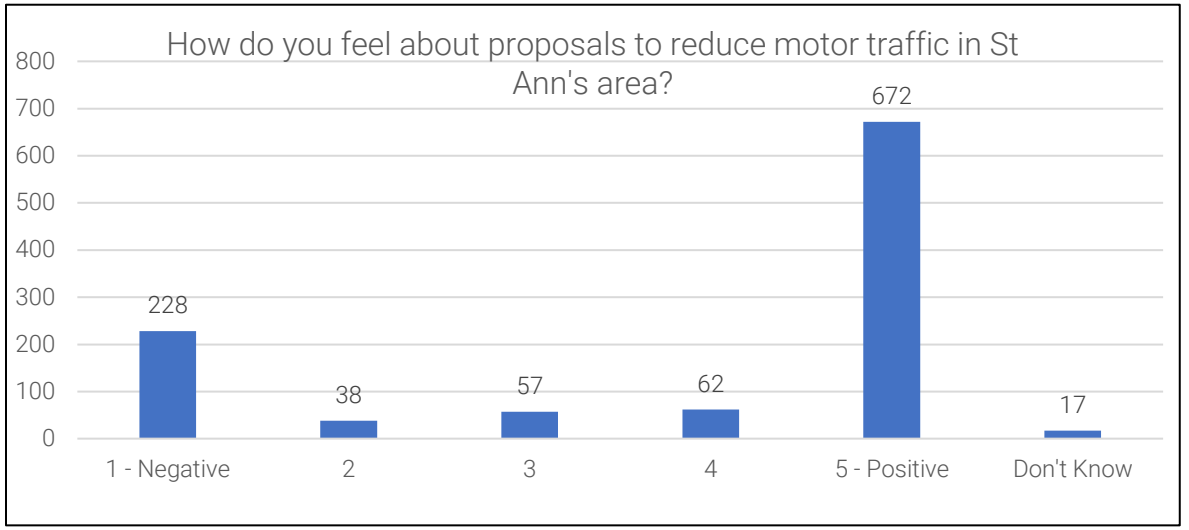
4.1.1. In the consultation survey, 14 quantitative questions were asked to test sentiment towards the two options (Option A and Option B) and the proposals associated with each. This was tested through a five-point Likert scale in which the higher scores indicated more positivity to the proposition. An "I don't know/undecided" option was also provided, and individuals did not have to answer the question if they did not wish to.

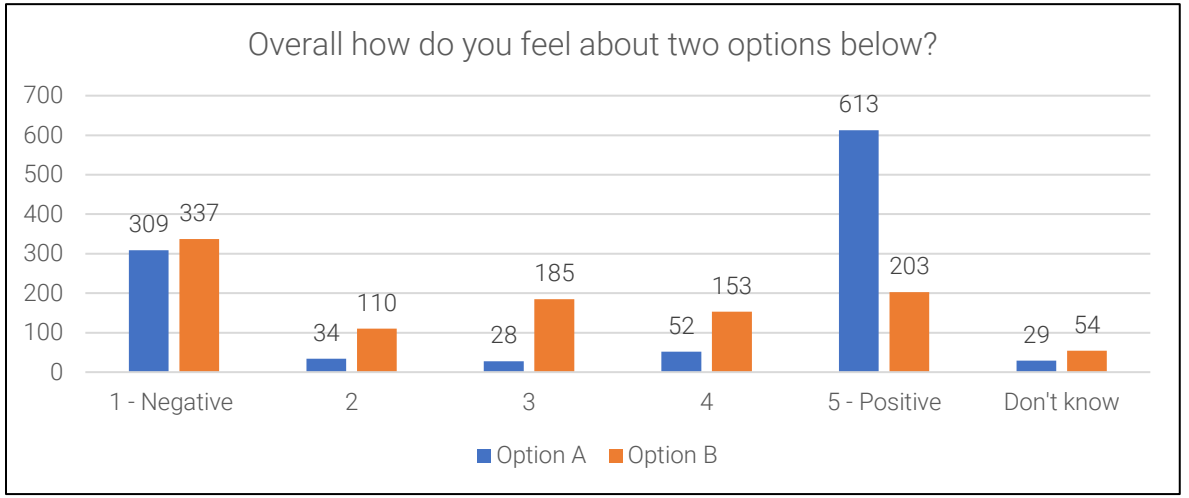
4.1.2. Three qualitative questions were also asked which provided participants with the opportunity to provide their feedback on the options, the proposals for cycle hangars and the School Streets proposals. This section analyses the responses received.

4.1.3. 63% of respondents picked the most positive option when answering question, "*How do you feel about proposals to reduce motor in the St Ann's area?"* 26% opting for the most negative option, indicating strong general support for proposals to reduce motor traffic in the area. On the boundary roads, there was slightly less support, with 53% picking the most positive option, and 31% opting for the most negative. However, more participants were positive than negative.

4.1.4. After this question, the survey also tested the sentiment towards each of the two options that were subject to consultation. The following question was asked: "How do you feel about the two options outlined above?".

4.1.5. Of the two options tested, Option A received a significantly more positive response than Option B. The average score for Option A, when "don't knows" are removed, is 3.5, and 58% of participants provided the most positive ranking when asked. The average score for Option B, is 2.6, and only 19% provided a score of five when asked. 32% gave Option B the most negative score possible.



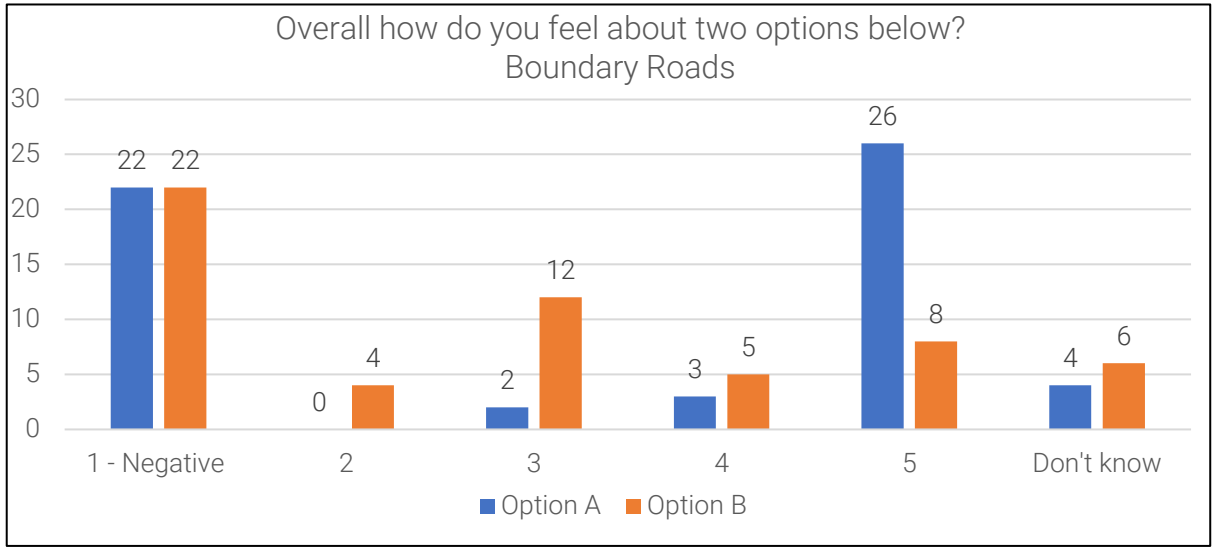


4.1. Consultation Results

4.1.6. The results from the boundary roads were slightly more mixed. The average score provided for Option A was slightly lower at 3, and 44% of individuals rated this a five when asked to respond on a scale in terms of their positivity.

4.1.7. More participants, 37% picked the most negative score, indicating there is a slightly more polarised view on this option, than in the wider LTN area. The reception was more negative for Option B on the boundary roads, with an average 2.2 score given, and only 14% of people provided the maximum score on the Likert scale.

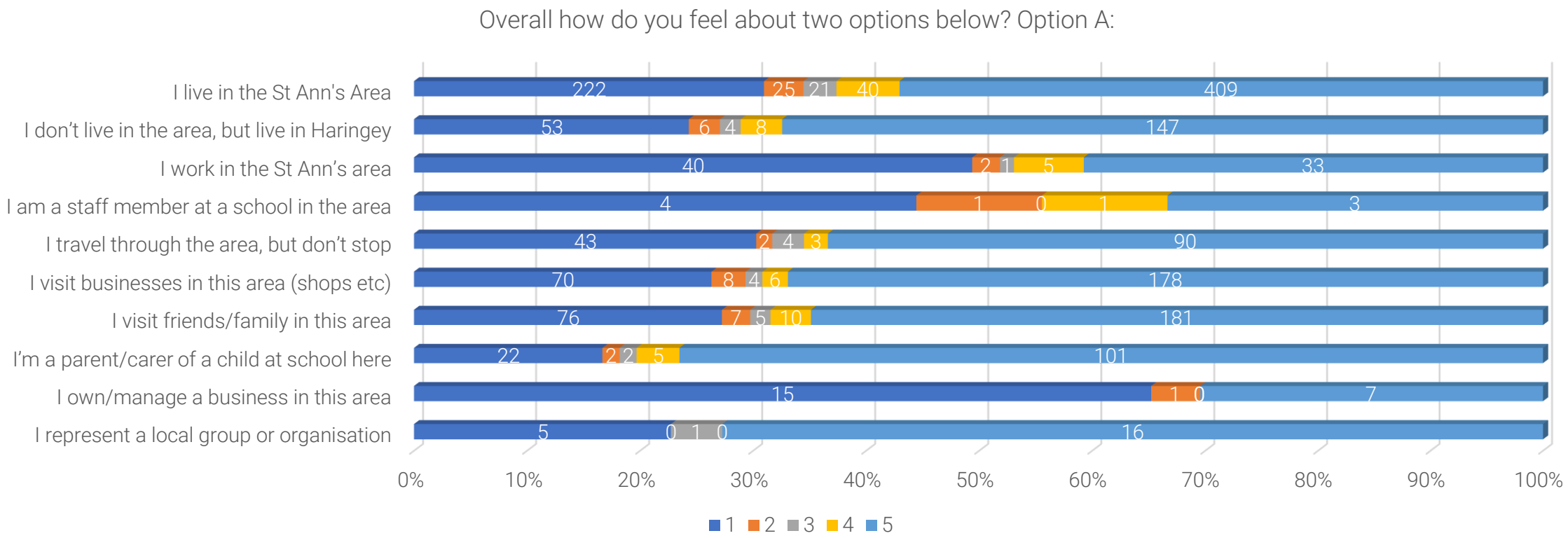
4.1.8. The charts that follow provide a breakdown of the results for each of the options, based on the different demographic groups outlined above.



4.1. Consultation Results Relationship to the area

4.1.9. The most positive sentiment towards Option A was expressed among individuals who identified as a parent or carer of a child at a school in the area.

4.1.10. The most negative sentiment was among individuals who own or manage a business in the St Ann's area, followed closely by those who work in the St Ann's area.

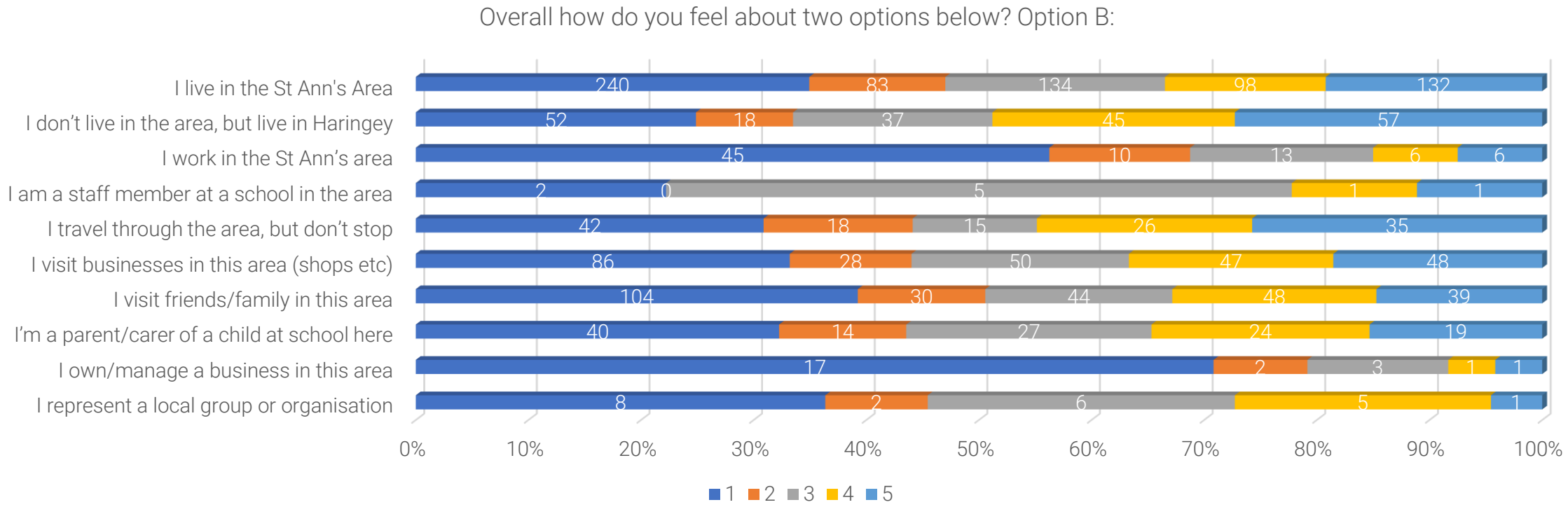


4.1. Consultation Results Relationship to the area

4.1.11. Across each group, there was more negative sentiment expressed towards Option B than Option A.

4.1.12. The most positive sentiment came from those who don't live in the area, but live in Haringey, closely followed by those who travel through the area.

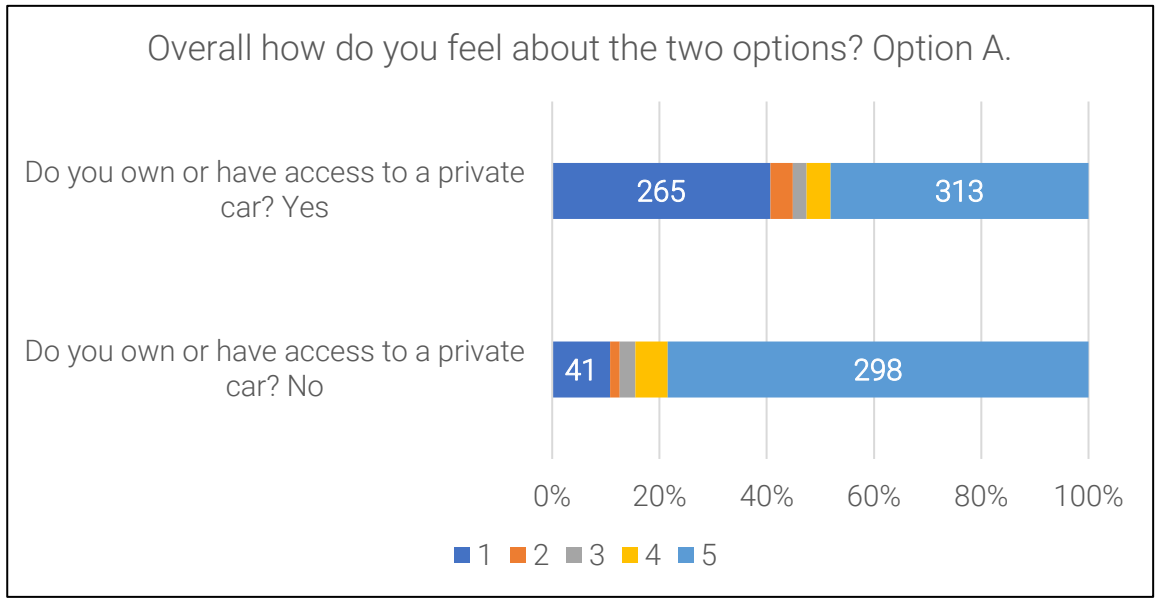
4.1.13. The most negativity came from those who own/manage a business in the area.

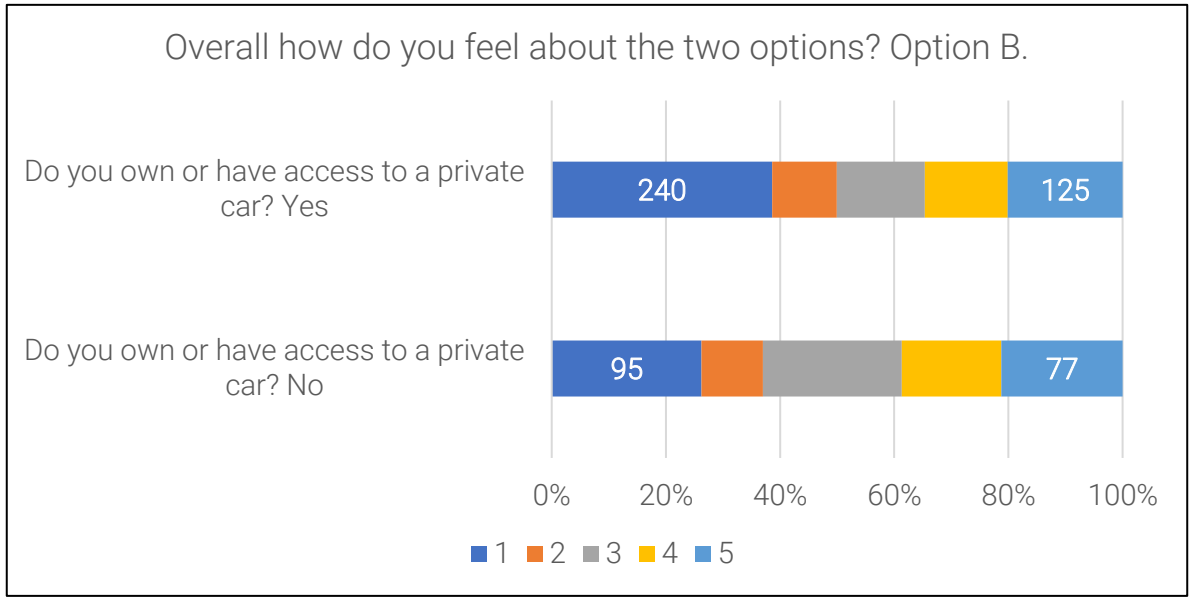


4.1. Consultation Results
Car Ownership

4.1.12. When looking at sentiment towards Option A, participants who do not own or have access to a private car were more positive than those who do own a car. The difference, in percentage terms, of those who picked the most positive option, was very significant.

4.1.13. Overall, the sentiment among each group towards Option A, was positive. This was not the case in respect of Option B. There was more alignment between both groups, in that they were more negative towards Option B than Option A. Both groups were more supportive of Option A than Option B.

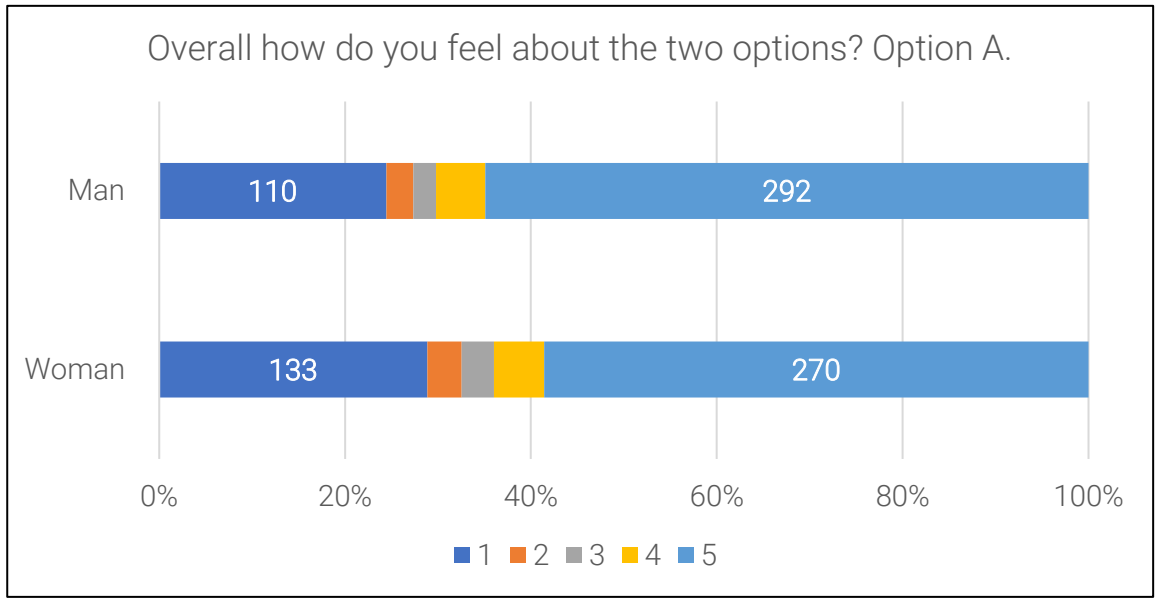


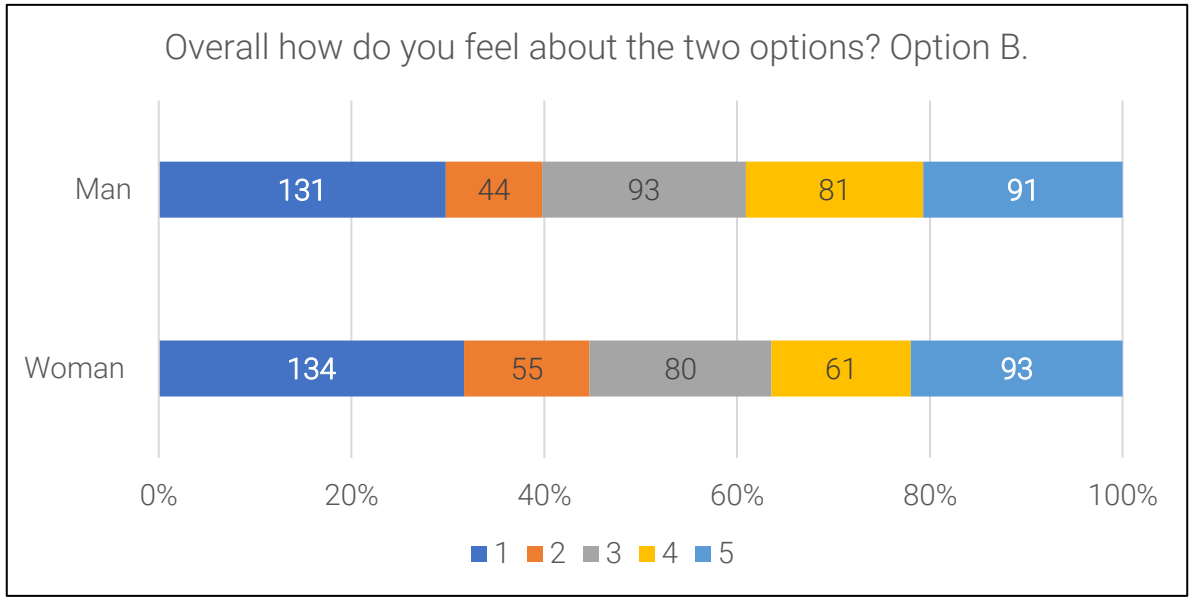


4.1. Consultation Results Demographics – Gender

4.1.14. The data shows individuals identifying as a man were slightly more positive about Option A than women, although both groups expressed positive sentiment overall. The sample sizes for those identifying as non-binary or other were too small to garner meaningful insight.

4.1.15. Both groups were more negative towards Option B, with little divergence in the sentiment expressed between the two. Overall, both groups were more supportive of Option A than Option B.





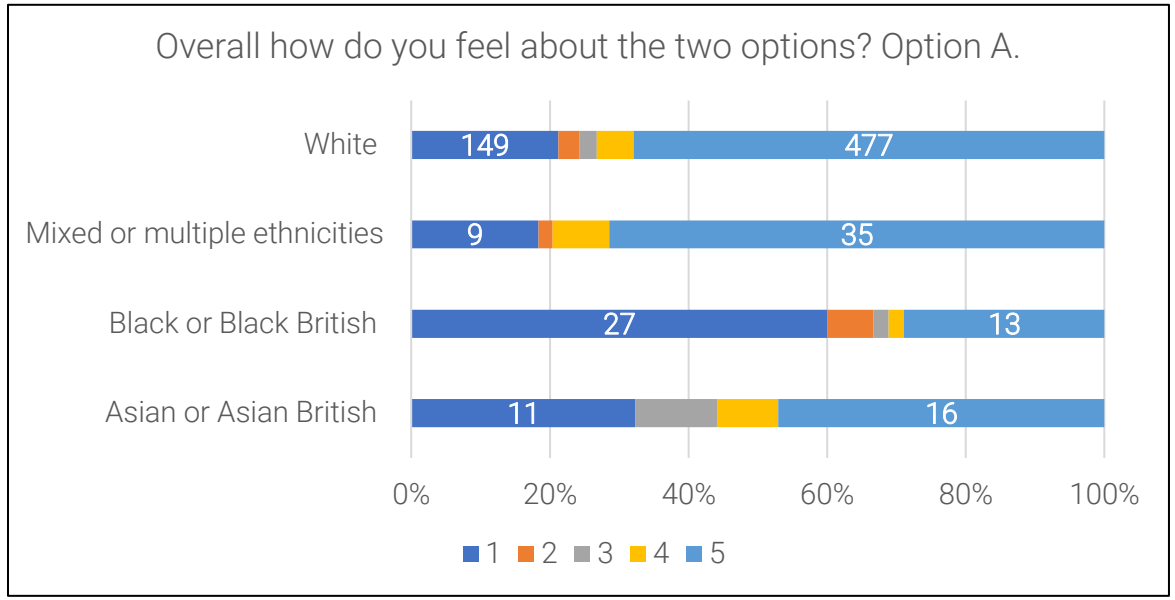
4.1. Consultation Results Demographics – Ethnicity

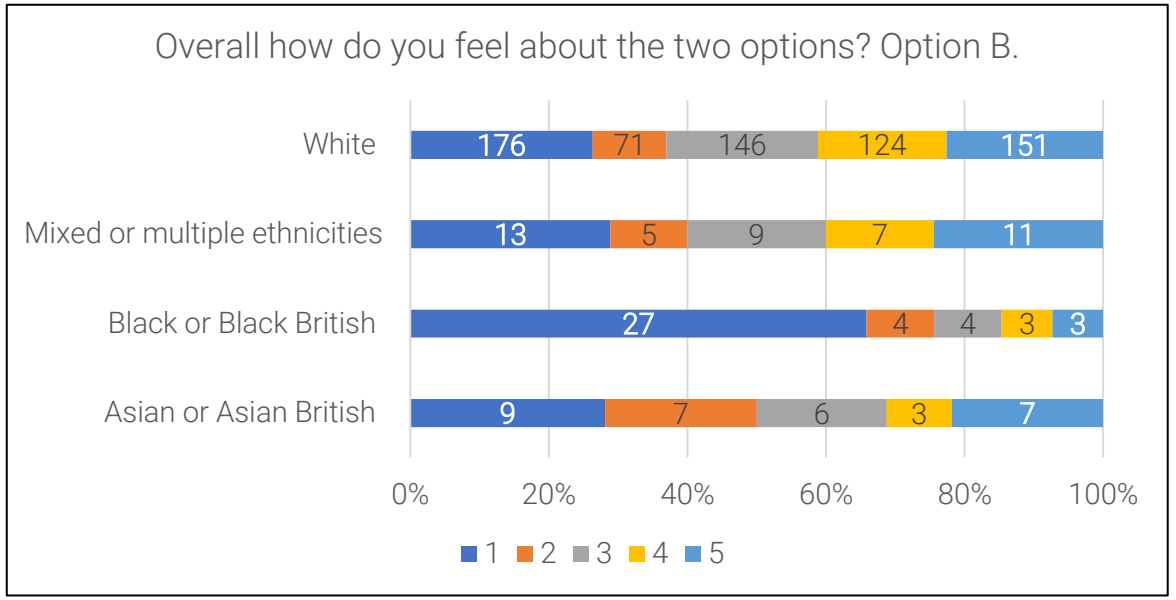
4.1.16. There were divergences in sentiment towards the two options that were consulted on, depending on the ethnicities of those participating in the process.

4.1.17. Option A received a high level of positive sentiment among those who identified as being from a White, Mixed or Asian or Asian British background. However, the majority of those identifying as being from a Black or Black British background provided a negative score when asked how they felt about Option A.

4.1.18. All groups were less favourable to Option B, particularly those from White or Mixed or multiple ethnic backgrounds.

4.1.19. Those identifying as Black or Black British also expressed negative sentiment towards Option B. Fewer individuals in this group also provided a score of 5 – the most positive on offer.



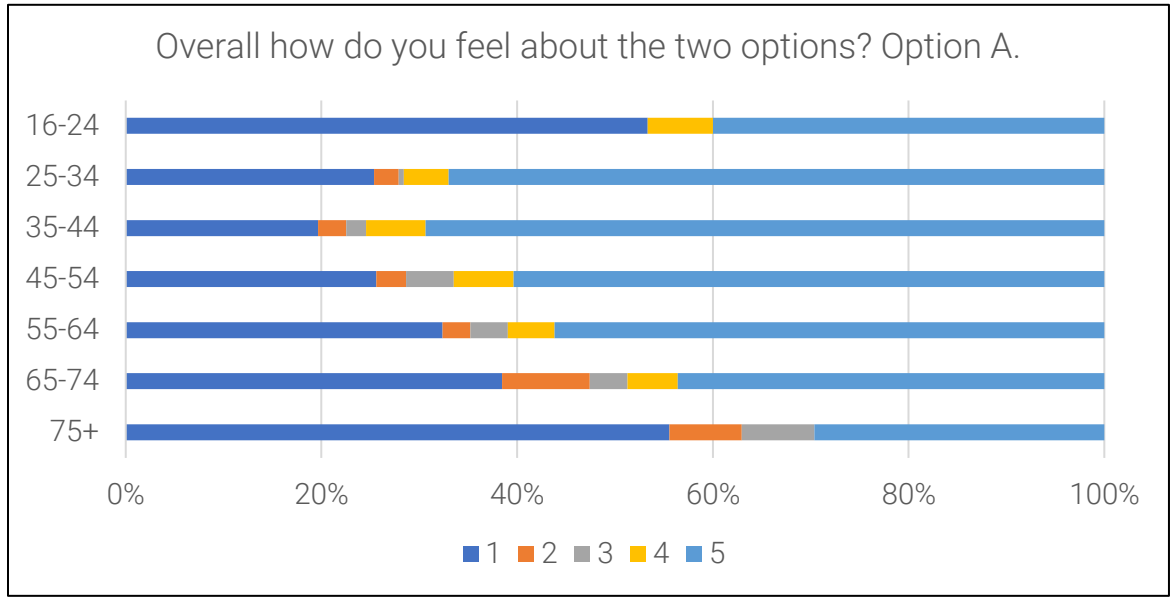


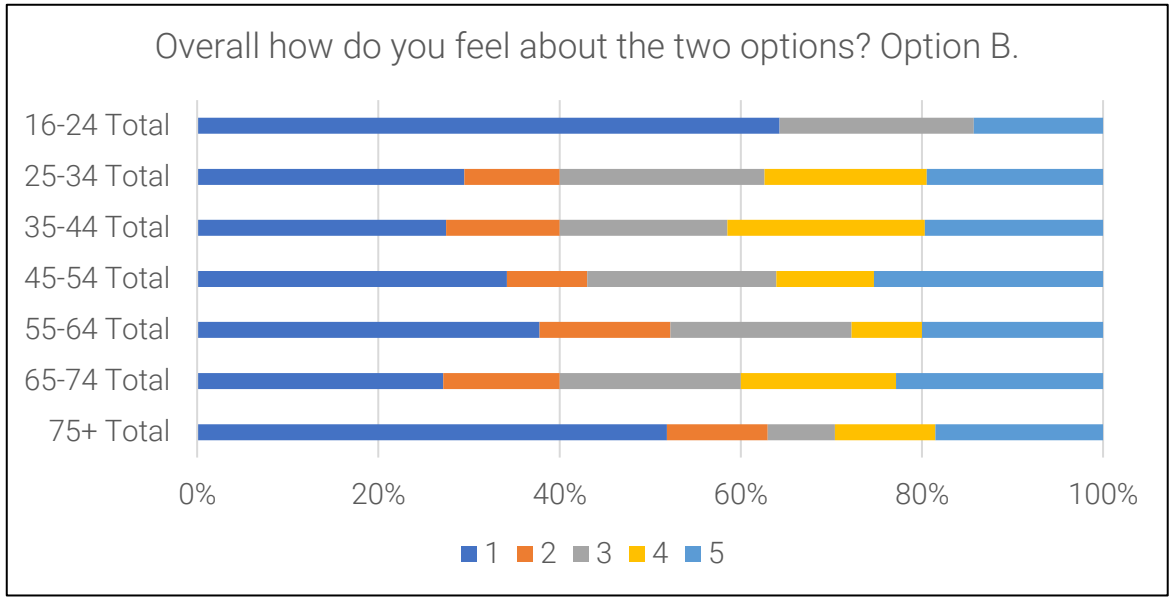
4.1. Consultation Results Demographics – Age

4.1.20. There was some variation in the response to the two options between the different age groups.

4.1.21. In respect of Option A, the most positive age groups were those between 35 – 44, followed by those between 25-34 and 45-54. The most negative groups were those between 16-24 (with a low sample size of 15 responses) as well as those aged over 75. Every other group apart from those mentioned provided a net positive response in terms of their feeling about Option A.

4.1.22. In respect of Option B, there was more negativity expressed in every group, apart from within the Over 75 category. The 45-54 age group was the most positive in terms of sentiment, however, they were still far less positive than they were towards Option A.



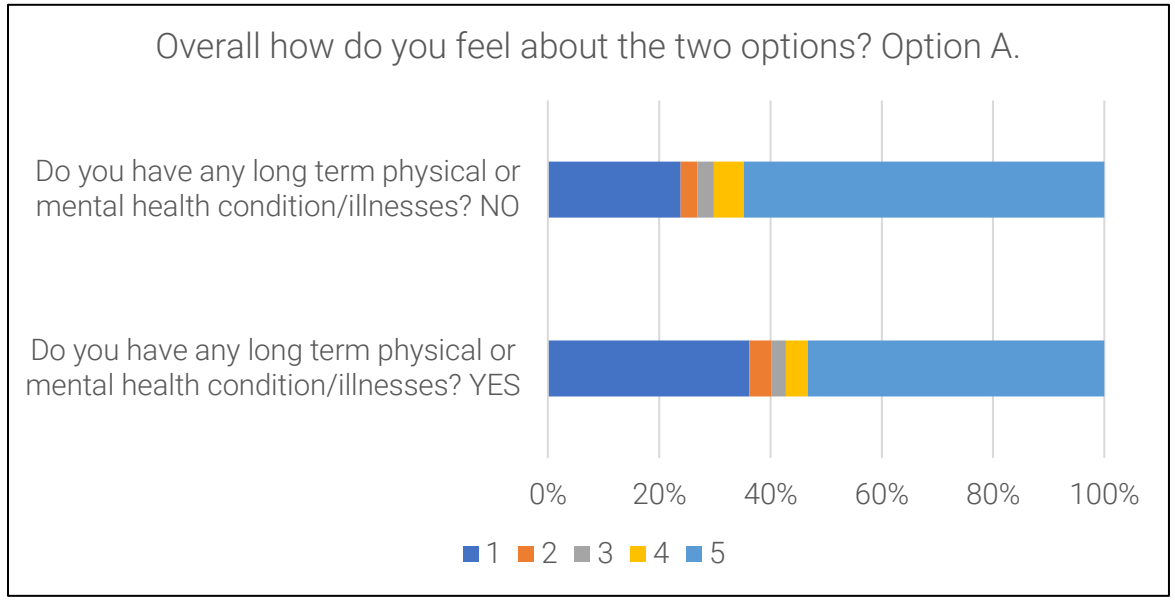


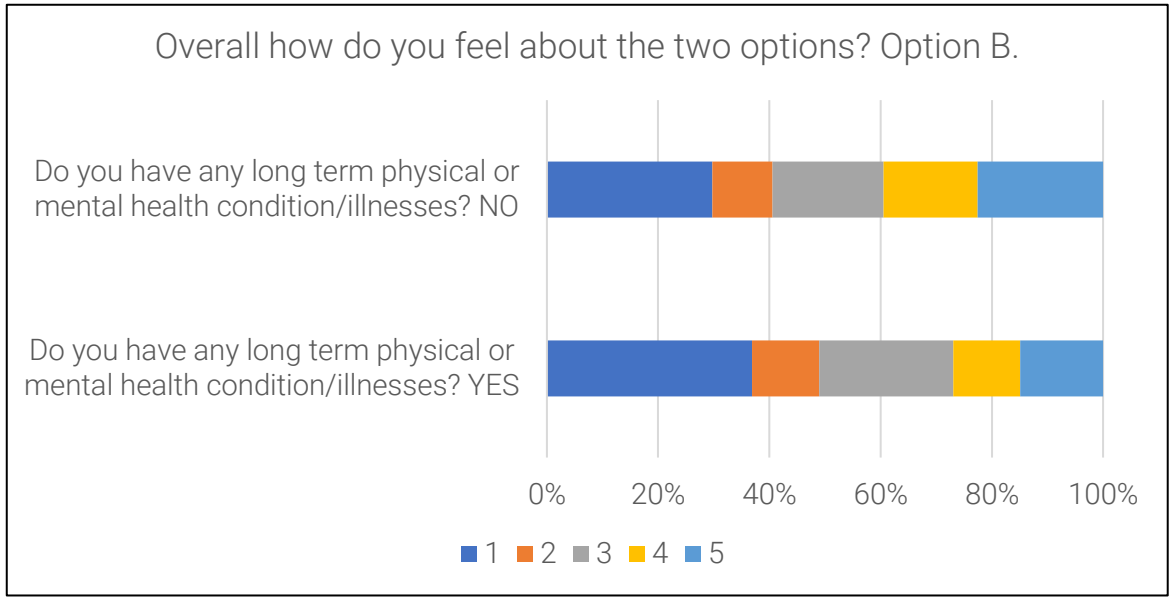
4.1. Consultation Results
Demographics – Long term physical or mental condition/illness

4.1.20. There was a slight variation in responses between individuals who do and do not identify as having a long term physical or mental condition or illness.

4.1.21. Those who do not identify as such were more positive when expressing sentiment towards Option A, although both groups were more positive than negative when asked.

4.1.21. In terms of Option B, both groups were more negative towards it than Option A. Both groups expressed a clear preference for Option A.





4.1. Consultation Results Cycle Hangars and Zebra Crossings

4.1.22. Six cycle hangars are proposed across both Option A and Option B, and support for the locations were tested as part of the survey. This was done based on the same scale used for all other quantitative questions, which was a five-point Likert scale, in which the higher the number, the more positive the person was about the proposed intervention.

4.1.23. The average score for each hangar was:

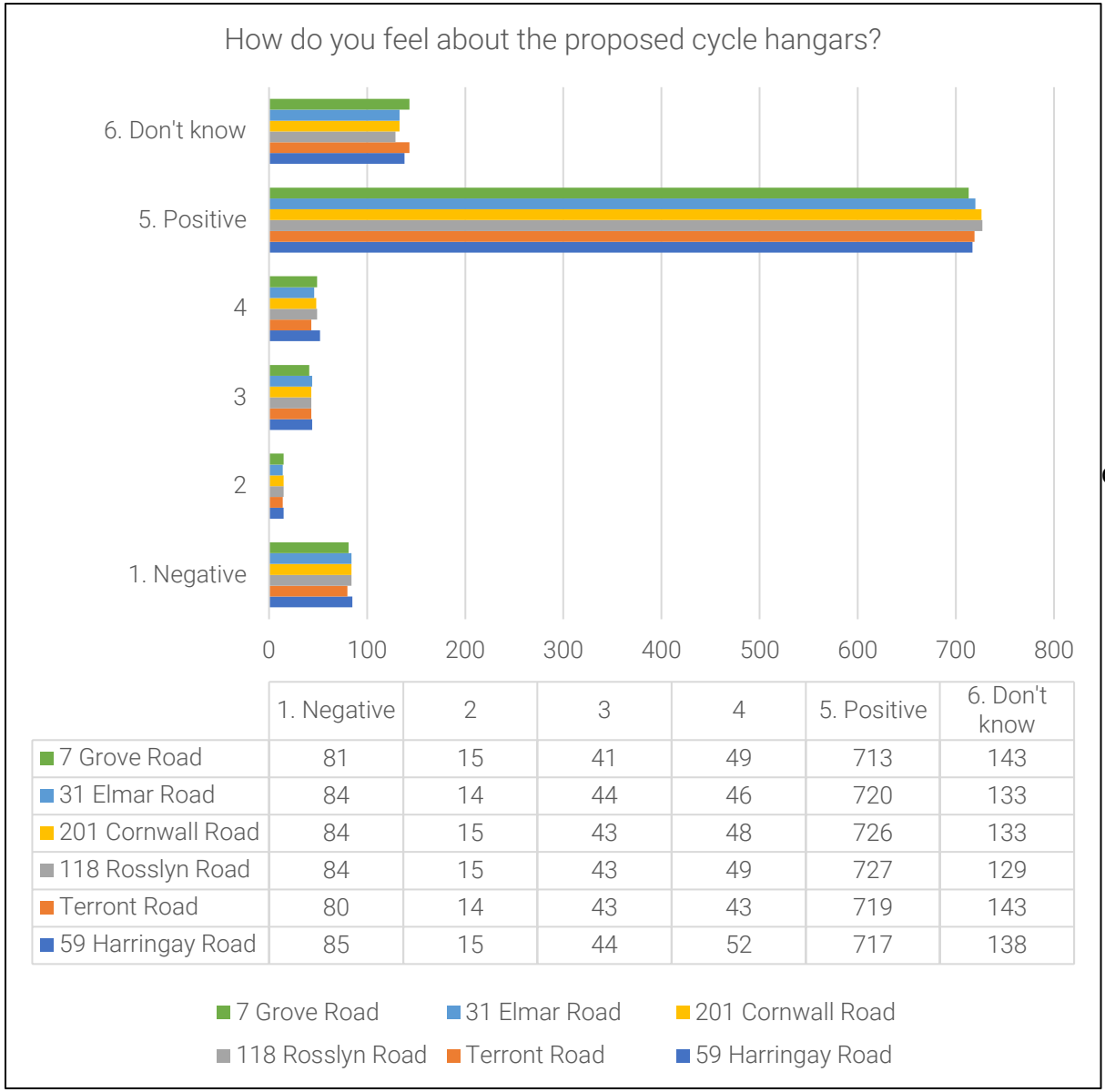
- 59 Harringay Road – 3.8
- 13 Terront Road – 3.8
- 118 Rosslyn Road – 3.9
- 201 Cornwall Road – 3.9
- 31 Elmar Road – 3.9
- 7 Grove Road – 3.8

4.1.24. All six proposed locations received a positive reaction from most participants who answered the question, although there was a high instance of people saying that did not know, or were undecided.

4.1.25. Participants were then asked quantitative questions about the proposals for three new zebra crossings across St Ann's, which are included in both options. The average score for each zebra crossing was:

- On St Ann's west of Black Boy Lane – 4.4
- St Ann's Road west of Grove Road – 4.3
- On West Green Road (between Bedford Road and Lawrence Road) – 4.3

4.1.26. There was strong support for the introduction of each of these new zebra crossings, with fewer individuals opting to select they did not know, or where undecided.

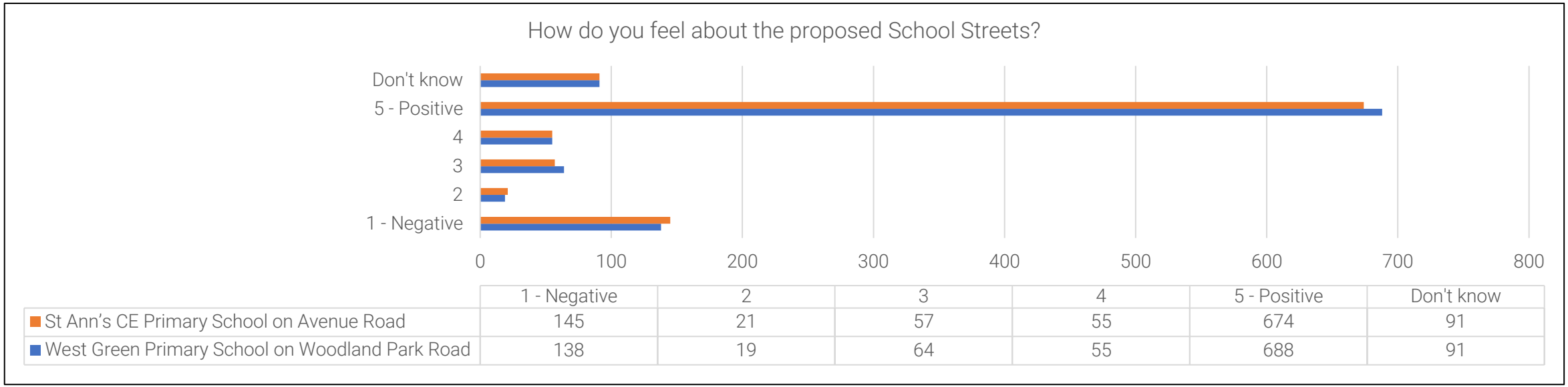


	1. Negative	2	3	4	5. Positive	6. Don't know
7 Grove Road	81	15	41	49	713	143
31 Elmar Road	84	14	44	46	720	133
201 Cornwall Road	84	15	43	48	726	133
118 Rosslyn Road	84	15	43	49	727	129
Terront Road	80	14	43	43	719	143
59 Harringay Road	85	15	44	52	717	138

4.1. Consultation Results School Streets

4.1.27. Participants were also asked for their views on two School Streets proposals for St Ann's CE Primary School on Avenue Road, and West Green Primary School on Woodland Park Road. Both received strong support from participants with the following average scores:

- St Ann's CE Primary School – 3.8
- West Green Primary School – 3.8



	1 - Negative	2	3	4	5 - Positive	Don't know
St Ann's CE Primary School on Avenue Road	145	21	57	55	674	91
West Green Primary School on Woodland Park Road	138	19	64	55	688	91

4.2. Qualitative Feedback

4.2.1. Three qualitative questions were asked in the questionnaire which provided participants with the opportunity to provide their feedback on the options, the proposals for cycle hangars and the School Streets proposals. This section analyses the responses received.

4.2.2. The three questions were as follows:

- *"If you prefer one option over the other, please use this box to explain why".* This was asked after people expressed their feelings towards Option A and Option B.
- *"Please use this space if you have any further comments on the above proposals, including any changes you would like to make to modal filter locations, any alternative suggestions you have, and why you think these would work better"*
- *"Please use this space if you have any further comments on the proposed School Streets, including any alternative suggestions you have to support children to walk and cycle to school safely and improve air quality outside the school gates, and why you think these would work better"*

4.2.3. The responses to these three questions were analysed and the consolidated themes are reported on below.

Option A:

4.2.4. Those who expressed a positive sentiment to Option A did so based on the following themes:

- Reducing through traffic and the speed of vehicles outside of the local primary schools and other local social infrastructure. This was particularly true of Black Boy Lane and Avenue Road which both have schools on them.
- Improvements to air quality within the LTN area that are generated because of a reduction in through traffic.
- Improvements in cyclist safety making it more likely to encourage active travel within the St Ann's area.

4.2.5. The main themes that have emerged in opposition to Option A in the qualitative analysis of the survey data are as follows:

- The scheme will divert traffic onto the boundary roads to a significant extent and not achieve the desired reduction of traffic sought.
- Pollution will be created as journey times will be lengthened, with air quality worsening on boundary roads, most particularly West Green Road and St Ann's Road.
- An LTN will result in increased traffic on Green Lanes, which will have a negative impact on the businesses that operate there.
- Access to properties will be made more difficult for those who are disabled and those people that care for them.

4.2.6. The concern about the re-assignment of traffic onto the boundary roads was particularly strong among those who were in opposition to the scheme, and living or operating a business on those boundary roads.

Option B:

4.2.7. Of those that provided qualitative support for Option B, the following themes emerged in the analysis:

- This option will result in less congestion on the boundary roads (Green Lanes, West Green Road, St Ann's Road and Seven Sisters Road), by maintaining some through routes.

4.2. Qualitative Feedback

- Journey times are not as adversely impacted by the changes that are proposed in Option B.
- This option is lighter touch and will result in fewer issues if it is implemented, as evidenced by the published High Level Transport Assessment.

4.2.8. The need for a one-way system on Etherley Road was referenced by one supporter of this option, if it were to be implemented, with the individual stating the road is not capable of taking two-way traffic, as well as parked cars.

4.2.9. The primary theme that emerged from those who opposed Option B was that it did not achieve the proposed objectives of a LTN and retained three, heavily used, north to south corridors between West Green Road and St Ann's Road. Some concern was raised that the decision to close Woodland Park Road would result in some traffic re-assignment on Black Boy Lane and Cornwall Road which would result in a deterioration on the existing traffic baseline.

General LTN Objections:

4.2.10. Among those who opposed any LTN scheme being implemented, the following themes emerged:

- Leave the roads as they are.
- Journey times will be increased causing inconvenience for day-to-day activity.
- Perceptions the proposals are being used as a revenue raiser for the Council.
- Perception LTN examples from elsewhere demonstrate they create more traffic rather than reduce it.

4.2.11. That opposition was spread across the St Ann's LTN area, and not confined to the boundary roads, although it should be noted the majority of participants were positive towards the principle of action to reduce traffic in the area, and towards the implementation of Option A.

General Comments:

4.2.12. Proposals for School Streets were widely welcomed, even among some individuals who were not supportive of proposals for an LTN intervention in the St Ann's area. It was recognised the School Streets proposals would have a positive impact on safety around the schools during peak hours.

4.3. Email Correspondence

4.3.1. As part of the engagement process, an email address for the project was shared and distributed on all project channels and emails were collated for analysis. This was intended to provide respondents an opportunity to share their feedback throughout the third and final stage of the engagement process. In total 28 emails were received during the third stage of engagement.

Demographics:

4.3.2. Demographic data was not collected on the individuals participating in the process through this means.

Email Summary:

4.3.3. The emails received included a range of feedback from respondents, including overall feedback on the proposals, suggestions on what could be further included, and comments regarding specific locations.

4.3.4 From the emails received, the most common theme in responses was that the proposals would increase congestion and pollution in other areas of the borough. One resident offered the following comment: *"In my opinion Plan A would be a disaster for the area, the main roads would become permanently gridlocked. These main roads are already the most polluted. It would be incredibly unfair to those residents who live along and nearby these main roads to implement a plan that would direct even more traffic along these same roads resulting in even greater pollution. Where is the fairness in that?"*

4.3.5. Another common theme amongst respondents' emails were in support of LTN measures. One resident offered the following comment in support of the LTN: *"I am a resident of [REDACTED] and I'm writing to express my support for proposals to make my area a Low Traffic Neighbourhood. In particular, it is hugely encouraging to see the Council taking action to reduce air pollution in the area. Research consistency shows how damaging it is for wellbeing, especially for childrens' development. I look forward to seeing the proposals progress and would value any opportunity to demonstrate local support."*

4.3.6. In total, 19 out of 28 emails received made comments in relation to a specific location within the proposed LTN area - ranging both in support and opposition to the proposed plans. Below are some examples of comments received that refer to specific locations:

St Ann's Road:

- *"Traffic calming measures are needed on St Ann's Road and West Green Road."*
- *"The biggest problem is the junction at the traffic lights at St Anns Road and Harringay Roads this is a junction which will cause a bad accident due to erratic, impatient and very reckless drivers."*

West Green Road:

- *"Traffic enforcement is needed on West Green Road to reduce illegal parking, which often makes it difficult to navigate crossings as a pedestrian."*
- *"We live at North Grove and are worried about car access to West Green road."*

4.3. Email Correspondence

Green Lanes:

- *"I would make Green Lanes (between the McDonalds and Turnpike Lane) one way for cars and two-way for buses/bicycles/black cabs only and Wightman Road/the B138 one way only (i.e. Wightman road would be one-way going south or north). This would make it faster for buses to travel through Green Lanes. It would make it safer for cyclists."*

Hermitage Road:

- *"We are very much in favour of reducing traffic in the area and increasing the walking area so we'd like some plans to be implemented. We are just very concerned that would mean more traffic down hermitage road."*
- *"The round-about on St Ann's Road and Hermitage Road continues to be a real concern for ward members. Safety improvements must be made to address speeding, and ensure this junction is safer. We would also support traffic reduction measures on Hermitage Road."*

4.3.7. The most common theme that arrived was Option A would negatively impact the area, including increased gridlock and pollution in other areas. One resident offered the following comment: *"Plan A would be catastrophic for the local area, the number of cars displaced onto the main thoroughfares would result in gridlock, as such there would be increased pollution due to idling vehicles sitting in stationary traffic."*

4.3.8. After this, the next common theme was residents disagreed with both proposals. Below are some examples of resident's answers that stated they disagreed with both proposals:

- *"Unfortunately, I'll be opposing this scheme, as I live on the Haringey Ladder and this will inevitably push more traffic along that Ladder roads, so I can expect more pollution, disruption and noise."*
- *"DO NOT WANT ANY LOW-TRAFFIC-NEIGHBOUR* [SIC] *IN THIS AREA. My daughter ride bycle* [SIC] *also but it would be great inconvenience for us in the area."*
- *"This LTN will ruin our lives in this area and it will be very difficult to establish ourselves in another location."*

4.3.9. The emails have been shared with the design team, who have reviewed them in detail as part of the design development process.

4.4. Stakeholder Correspondence

4.4.1. During the consultation process, the project team have received responses from the following organisations:

- National Health Service, Department for Resilience and Specialist Assets
- Borough Commander Haringey, London Fire Brigade
- Metropolitan Police
- Transport for London, Network Performance and Bus Client Team

4.4.2. Comments were provided on each of the three LTN consultations. This summarises the comments from each, relating to the St Ann's LTN proposals, from each organisation.

National Health Service

4.4.3. Comments were received that can be summarised as follows:

- Retaining through routes for ambulances on Black Boy Lane, Cornwall Road and Avenue Road is essential for access to St Ann's Hospital.
- Clarification is needed on whether the filters are physical, or camera enforced.

4.4.4. Whilst not explicitly stated, the NHS Department for Resilience and Specialist Assets representative argued the *"through route design/system would assist in better emergency vehicle access and egress around the area"*. This indicates a preference for Option B. However, the representative also asked for clarification on whether the modal filters in both options would be camera-controlled, with access for emergency services.

Borough Commander Haringey, London Fire Brigade

4.4.5. Comments were received from the Borough Commander with concerns regarding physical closures and an enquiry to the detail of width restrictions proposed. *Fire Safety Guidance Note 29 – Access for Fire Appliances* was also attached for review by the project team.

Metropolitan Police

4.4.6. A general response to the LTN proposals was received from the Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Camden and Islington. In that response, they indicated no objections to the proposals, and requested the cumulative impact of these proposals and those being implemented in Enfield were considered together. The response also advocated camera enforced closures, rather than physical closures.

Transport for London - Network Performance and Bus Client Team

4.4.7 The Network Performance team enquired whether work had been done to assess the levels of traffic reassignment that would be associated with Option B. The Bus Client team made general comments to welcome the use of bus gates and measures to retain bus movements. The team also requested bus journey times are assessed against the 2019 base level so that appropriate mitigation can be included if problems do emerge.

DISABLED PEOPLE AND CARERS SURVEY

5.0. Demographics

5.0.1. As part of the engagement process, a Disabled People and Carers Survey ran that was designed to provide an opportunity for individuals to provide specific feedback on their needs, and general feedback on Low Traffic Neighbourhood proposals. This survey was launched in addition to the consultation survey and local individuals were invited to fill out both if they so wished.

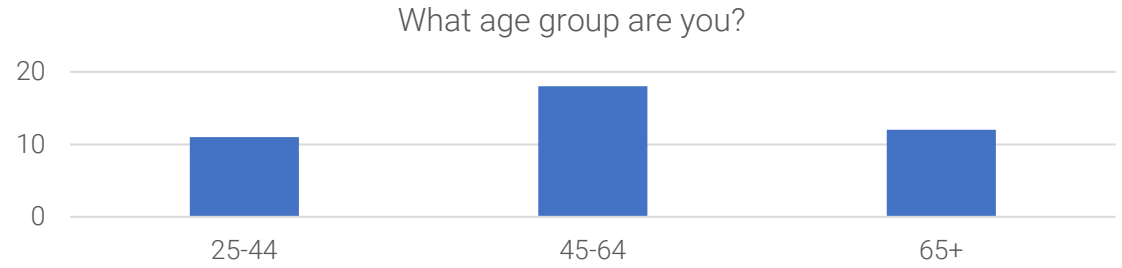
5.0.2. The survey asked individuals to outline their disability, or the disability of the individual(s) they cared for. It also asked for information about how they travel around their local area and for their comments on the LTN proposals. .

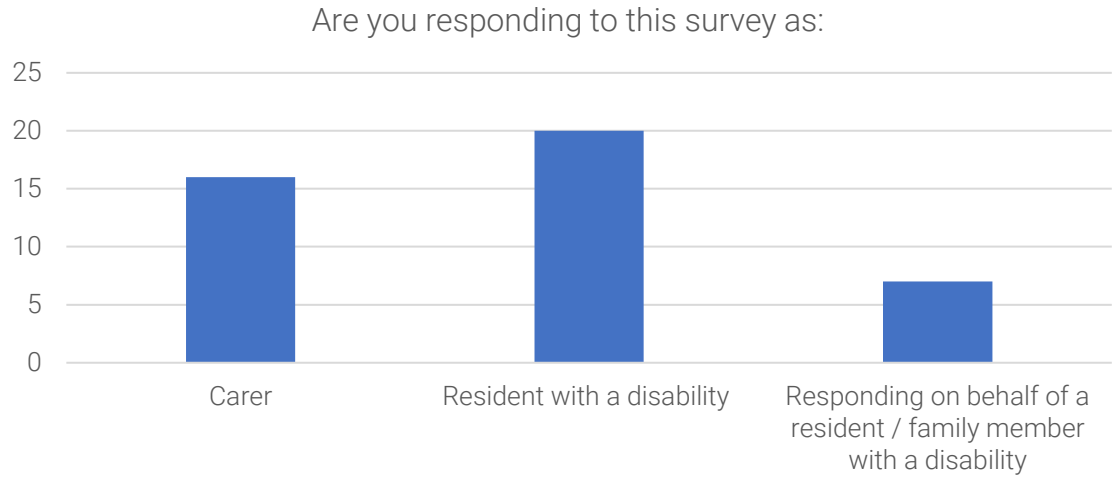
Participation

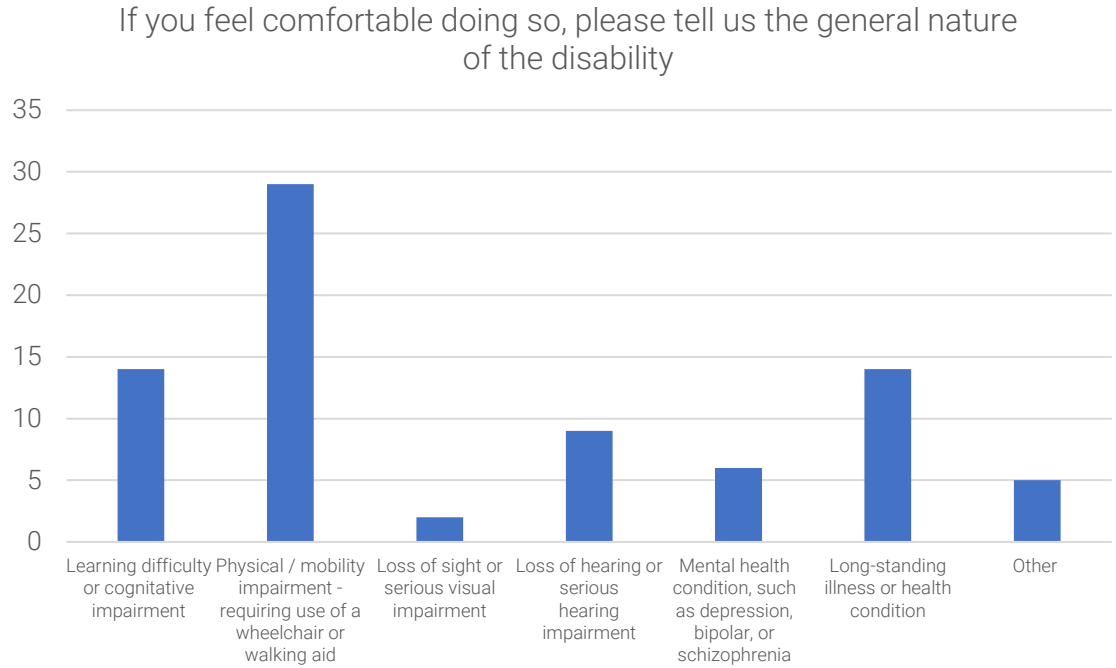
5.0.3. In St Ann's, 39 online responses were received and a further three were received in paper form, meaning 42 responses were received in total. The responses were drawn across the St Ann's area, and included participation from several roads including Black Boy Lane, St Ann's Road, Seven Sisters Road and Cornwall Road.

Demographics

5.0.4. The demographics of those participating are summarised in the graphs. Some participants selected multiple options, meaning some figures amount to more than 42.

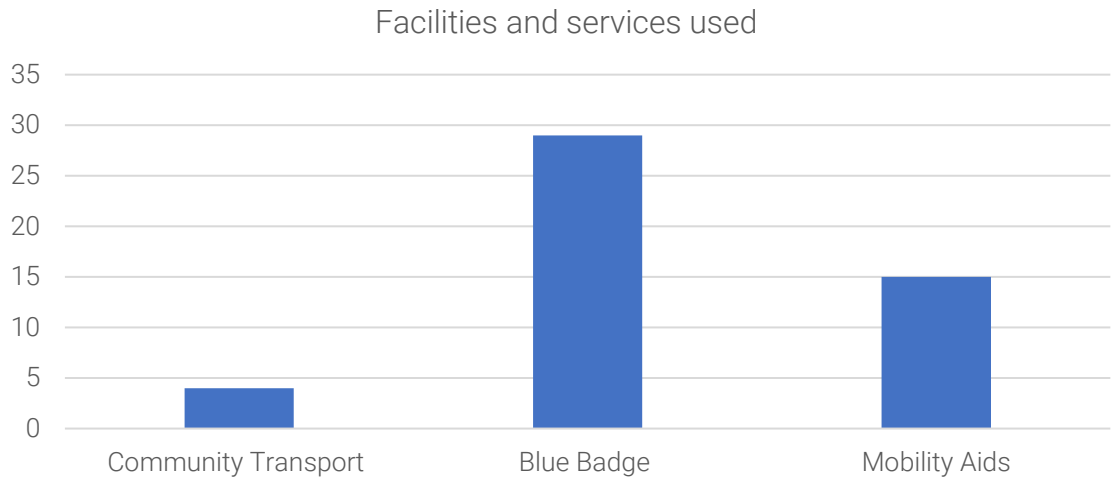


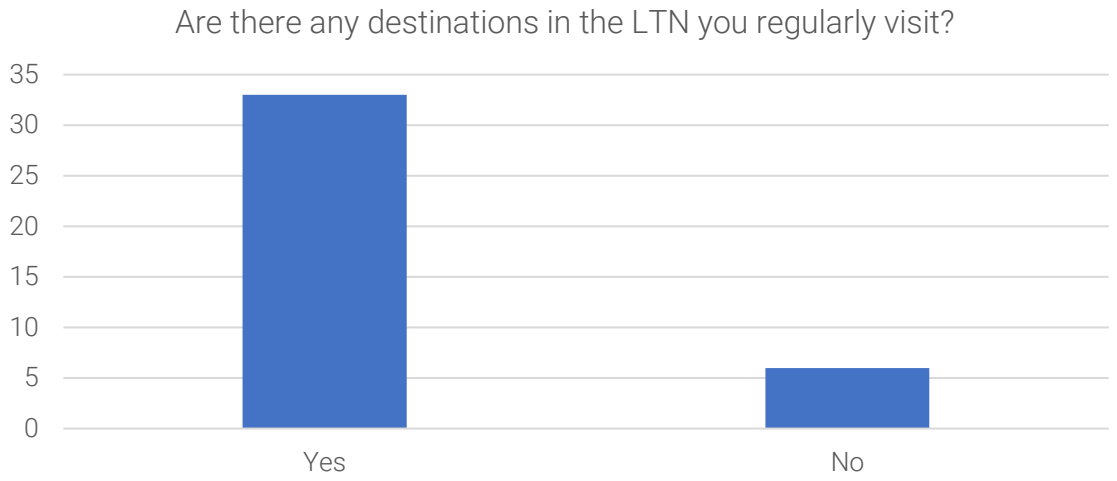




5.0. Demographics

5.0.5. When participants were asked what destinations they regularly visit within the LTN area, the most popular response was medical facilities such as GP surgeries and pharmacies. Other answers included local shops and local schools, to drop children off.





5.2. Feedback

5.2.1. Of the 42 individuals who responded, 19 provided comment on the proposals for an LTN in St Ann's. The sentiment of these comments analysed are as follows:

- Positive – 1
- Neutral – 3
- Negative – 15

5.2.2. Most of the comments received, 79%, expressed negative sentiment about the prospect of an LTN in the St Ann's area. The most common themes raised by those expressing a negative view were as follows:

- The LTN would make the area inaccessible both to disabled residents and to individuals, including carers, who visit them.
- A perception an LTN in St Ann's would result in additional congestion and traffic.
- A linked perception that an LTN would result in a deterioration of air quality.

5.2.3 Two contributions specifically mentioned the impact the proposals may have on Cranleigh Garage, located west of the junction of Cranleigh Road and Black Boy Lane, with both stating it currently support their wellbeing and independence.

5.2.4. A selection of the negative sentiment is published below:

- *"I am deeply distressed at the proposal of yet another LTN in the area. I have NO OPTION but to drive, and every journey I take now, to hospitals, to visit my elderly and sick mother is plagued by the appearance, overnight it seems, of an LTN. I have received 3 demands of payment for driving into roads which became LTNs overnight, in 2 days. I cannot afford it."*
- *"A friend who lives in a Hackney LTN has described the chaos on side roads. Buildup of traffic and the rise in pollution in the main roads. Why are we doing this here? No real research into impact. Feels like a very selfish plan. It will make getting to local garage impossible. The garage has offered me so much support and friendship."*
- *"I beg of you to leave the streets open to Haringey's residents it is adversely affecting me personally with my community and family living in Hackney with road closures and confusing road closures signs on every second road and now with these plans it"*

5.2.5. The three neutral comments sought additional information or provided additional information about the situation of the participant. One participant asked specifically for more details on the actual LTN proposals themselves.

5.2.6. The positive comment focused on the potential to reduce speeds on Cornwall Road and requested that additional speed calming measures be introduced to address the issues caused by *"a minority of aggressive and reckless drivers"*.

RESPONSE TO FEEDBACK

6.0. Response to Feedback

6.0.1. During the engagement process, a series of key issues have been raised, that have been responded to by the project team in the table below:

Issue	Option A	Option B	Council Response
Perceived increases in traffic on the boundary roads	X	X	The high-level transport assessment (HLTA) suggests that the implementation of the St Ann's LTN in isolation would have a negative impact on the "expeditious movement of traffic" on the likes of Green Lanes and West Green Road. There will inevitably be a period of adjustment of traffic routes selected by motorised vehicle users that can no longer cut through the LTN and the adjacent potential Bruce Grove/West Green LTN. However, in reality, there is insufficient spare capacity on the likes of Green Lanes and West Green Road to accommodate the scale of increased traffic suggested by the HLTA so traffic will divert to alternative routes. Some changes in behaviour will also likely occur, such as some people not travelling or choosing to walk, cycle or use public transport, some taking a different route, some travelling at a different time. The ultimate goal of the St Ann's LTN is to reduce traffic both within the St Ann's LTN and on the boundary roads of the St Ann's LTN. Data from trial LTNs implemented in boroughs such as Hackney, Lambeth and Islington has shown a mixed picture regarding traffic reduction. Traffic volumes within the LTNs reduced substantially. Although traffic on a few boundary roads increased, after a settling in period, traffic volumes on the majority of boundary roads has tended to remain static or in some cases decreased. Monitoring will be undertaken looking at traffic volumes, bus journey times and traffic speeds across the area to understand the impact on the surrounding roads during the trial of the LTN. As the LTN would be a trial under an experimental traffic order the Council could, if necessary, and taking its network management duty into account, make changes while it is in force to address or mitigate issues arising that affects the highway network or local amenities.
Perceived increases in pollution, and deterioration in air quality across the LTN	X	X	The Council considers that the LTN and complementary measures offer significant opportunities to improve air quality. Monitoring will be established before the trial goes live such that there is a robust baseline data and will include ongoing monitoring of air pollution within the St Ann's LTN, on major boundary roads including outside schools and elsewhere at key locations on the borough's road network.

6.0. Response to Feedback

6.0.1. During the engagement process, a series of key issues have been raised, that have been responded to by the project team in the table below:

Issue	Option A	Option B	Council Response
The proposal does not deliver on the objectives of an LTN		X	The Council agrees that Option B does not deliver fully on the objectives of an LTN. Option B delivers some benefits to the area, whilst minimising the potential impacts of traffic reassignment onto the wider network. Option A delivers more benefits to the local area but with the potential for a greater level of reassignment onto the wider network. Further information on this is provided in the High Level Traffic Assessment. Following feedback as part of the public consultation, the Council is recommending Option A be implemented with monitoring being a key element to assess its impact on the wider network.
Consideration of the cumulative impact of the LTN proposals around Haringey, and neighbouring boroughs	X	X	The St Ann's LTN forms part of the Council's wider LTN programme. The potential cumulative effects of the schemes and the implications for the Council's network management duty are noted. The Council is therefore proposing to carefully phase implementation of the LTNs in the programme to provide appropriate opportunity for the network to adapt to changes in driver travel behaviour and to avoid risks to the expeditious movement of traffic. The monitoring that is being undertaken looking at air quality, traffic volumes, bus journey times and traffic speeds across the area will provide data on the cumulative impact across the borough. The Council is working closely with TfL and the neighbouring boroughs such as Enfield, who will be reporting back on the impacts on the wider network, if any, outside the borough.
Access for blue badge holders	X	X	Meeting the needs of those with access and disability needs, including their carers, has been an important part of the St Ann's LTN design process. Hearing the views from the community on these issues has helped shape the design of the St Ann's LTN. Having regard to feedback received from those with access and disability needs through Engagement Stage 3, careful consideration has been given to the case for the Council to provide certain exemptions to the proposed St Ann's LTN. To ensure that the LTN advances equality as far as possible, the following will be eligible for an exemption to non-hard closure filters in the LTN experimental scheme: • Blue Badge holders living within the St Ann's LTN or on the immediate boundary of it • Special Educational Needs transport • Essential Haringey Council services catering for people with a disability The above exemptions will not apply to the trial School Streets within the Low Traffic Neighbourhood. For the trial School Streets, the Council's approved School Streets Exemptions Policy will be applied.

6.0. Response to Feedback

6.0.1. During the engagement process, a series of key issues have been raised, that have been responded to by the project team in the table below:

Issue	Option A	Option B	Council Response
Access for taxis	X	X	The LTN allows local motor vehicle access. Taxis will be able to access all addresses within the LTN area. Some addresses may require alternative routes into and/or out of the area. The Council recognises that a large portion of London black cabs are wheelchair accessible vehicles and these vehicles, together with fully accessible private hire vehicles, provide a valuable option for travel, particularly to elderly or disabled people. The Council will monitor the impacts of the trial St Ann's LTN on these groups.
Perception camera controlled filters are being used to revenue raise	X	X	The purpose of LTNs is not to generate income for the Council and all fines received will be used by the Council, in accordance with the requirements of Schedule 2 to the Local Authorities and Transport for London Act 2003.
Can additional School Streets be brought forward in the LTN area.	X	X	Schools Streets are being delivered across the borough, with all schools considered but the School Streets programme is being delivered in a phased approach
Are School Streets required within Option A	X		Under Option A, traffic will still be permitted to pass schools and parents still able to approach the schools via car at pick up and drop off times. The addition of the School Streets provides protection to children at the key periods of the day when they are arriving and leaving school.

6.0.2. The following changes have been made to Option A following the consultation

Post consultation changes	Reason for change
St Ann's Primary School Street to be extended to cover part of Seven Sisters Primary School with a new timed school street filter added to South Grove, north of junction with Oulton Road. This additional filter is only necessary if the School Streets are approved but not the LTN filters or the school street is implemented well in advance of the LTN filters should both be approved.	To protect the narrow section of South Grove outside Seven Sisters Primary school from motor traffic which currently travels along Avenue Road where a School Street filter is proposed at the junction with St Ann's Road.
Filter on Oulton Road at junction with South Grove removed. Retain existing traffic arrangement on Oulton Road and Cissbury Road.	To simplify the scheme and make it easier for local residents to access the area.

APPENDICES

Appendix: Response from emergency services – Borough Commander and Metropolitan Police

Good morning Dorota,

My name is Claiton Murray and I am the new Borough Commander for Haringey for the London Fire Brigade. After looking at your presentation regarding the implementation of hard closure barriers and having discussions with my colleagues, I do have concerns about accessibility for fire appliances as well as special appliances like our aerials. There seems to be no detail around the width restrictions that are being proposed. These details are important for the London Fire Brigade as is the layout (even if the width is appropriate, manoeuvring large appliances based on the layout may be problematic). If the layout or widths of the restrictions impede on the ability of our appliances to pass through, this could impact on our attendance times and may prevent larger appliances from attending incidents altogether. London Fire Brigade has target attendance times of 6 minutes for the first appliance to arrive at an incident and 8 minutes for the second appliance.

I have attached a guidance note that outlines some requirements that appliances need for access (this is a fire safety note but still relevant in parts for your proposals). I echo the thought process of our LAS and Police colleagues, that should restrictions need to be put in place, perhaps an approach that does not require a physical barrier would be advantageous.

Kind Regards,

Claiton Murray
Borough Commander Haringey

Tottenham Fire Station
49 St. Loys Road, London. N17 6UE

Hello Dorota,

I have liaised with the borough leadership team who have no objections to these proposals, but did enquire as to whether or not you have considered the cumulative impact of your LTN's sitting alongside those close by in Enfield.

I have also read Darren's detailed response, most of which we would echo, with the only difference being that we do not necessarily require quick egress from areas. As discussed in the meeting, we would like to see those proposed hard closures that can potentially cause problems be considered to being changed to camera enforced ones.

This is my only concern and I have no objections to your proposals.

Kind regards

Luke HEMING

Traffic Management Officer for Enfield, Haringey, Hackney, Tower Hamlets, Camden and Islington

VISION ZERO – ROAD SAFETY ENGINEERING UNIT | METROPOLITAN POLICE

Appendix: Response from emergency services – TfL

Hello,

I recall in previous meetings about this proposal, that some significant reassignment could be expected, and the proposals for Option A still show this. Have you assessed what the levels of reassignment would likely be for Option B? How do you intend to trail them both and ultimately make a decision on the preferred option?

Kind regards,

Dave Korzeniowski
Principal Network Manager
Network Performance – Delivery – North East Team

Hi,

I have some general comments to add for the LTNs.

Welcome bus gates and other measures which will retain existing bus movement.

TfL buses would like to see the scheme monitors bus journey time impact on the scheme parameter and through the scheme. As part of the monitoring any deterioration in bus journey time from 2019 base level should result in reviewing where the delays are and mitigation measures implemented. Buses play a key role in Haringey and carries significant volumes of people across the borough. We want to ensure that buses remain a viable alternative to private vehicles avoid a car led recovery.

The main pinch points for buses are on Green Lanes and near Manor House station.

We look forward to working with you to make the LTNs a success for residents and nearly 100,000 bus passengers travelling on the strategic corridors.

Paras Shah | Principal Bus Client Officer
Bus Client Team | Surface Transport

Appendix: Response from emergency services – London Ambulance Service

Good Afternoon Dorota

I hope you are well; after reviewing the proposed LTN plans carefully and following the emergency services meeting 8th July please find the below comments from the ambulance service;

London Ambulance Service (LAS) is the busiest ambulance service in the country; our focus is on achieving the best outcomes for ill and injured patients and ensuring we reach them in response times set by the government.

On the implementation of LTN schemes it is important to highlight that we support measures to improve public health by reducing traffic and encouraging walking and cycling but we know that changes to road layouts, traffic management schemes, and road closures all have the potential to impede our response to the most critically-ill people. This is why we are asking that emergency vehicle access is properly considered in all LTN schemes, by looking at ways to implement traffic management changes that avoid introducing physical barriers, like the planters and lockable bollards, in preference for automatic number plate recognition cameras (ANPR) which enable unimpeded emergency access and egress.

On 5 July 2020, LAS Chief Operating Officer formally wrote to all London Boroughs and TfL, including Haringey, informing them of our concerns regarding hard closures and requesting that, where possible, hard closures should be avoided and camera enforced soft closures be implemented to all LTN's for unhindered emergency vehicle access and egress, due to the potential risk hard closures could have in delaying an ambulance response and therefore impacting patient safety.

The LAS does not carry any form of fire brigade or GERDA keys on our vehicles due to the way the ambulances are dispatched to calls with the nearest available ambulance being dispatched on next 999 call regardless of geographical location, therefore vehicles from outside Haringey will respond to calls within the borough. In addition there is no standardised lock used across London and even a delay of 2-3 minutes to stop, drop and unlock a bollard can delay an ambulance further reaching a 999 call and have the potential to impact on patient safety.

Bounds Green A LTN:

- Request for Queen's Road proposed hard closure to a camera enforced filter to facilitate better emergency egress from the scene of an incident with a patient who may require emergency admission into hospital, especially as the area is already restricted due to the railway line and one way system.

Bounds Green B LTN:

- Trinity Road – the filter that currently is in place, is this being replaced by the two proposed timed camera enforced closures?
- Marlborough Road proposed filter – due to the end road sufficient turn around space will need to be provided and enforced to prevent parking and delay egress from scene with patients. Noting the above regarding hard closures.
- Truro Road closure – although other routes have been provided the closure still creates increased diversions for crews responding to calls in area. Noting the above regarding hard closures.

Bounds Green C LTN:

- Passmore Gardens hard closure does create a diversion for crews. Note above regarding hard closures.

Appendix: Response from emergency services – London Ambulance Service Continued

West Green Road/St Ann's Road LTN:

- The proposed through route design/system would assist in better emergency vehicle access and egress around the area. This permeability will allow better emergency access to residential and business properties in the area. It will also aid the ability for staff to reach Tottenham Ambulance station to start their shift, allows better access to St Ann's hospital, allows patient transport services to better access/egress the area and convey patients to and from North Middlesex from St Ann's Hospital.
- Retaining the rough routes on Black Boy Lane, Cornwall Road and Avenue Road is essential to aid emergency vehicle progression through the area.
- The design highlights a number of proposed modal filters but it is unclear from the map whether these are camera enforced or hard closures (noting the above regarding hard closures). Could I request an update with what the proposed closures will be hard or camera?
- Emergency vehicle access and egress would need to be facilitated through soft closures easily off these through routes to ensure a timely response to patients and easy egress to hospital. In particular filters F2, F3, F4 and F6 to prevent long diversions around closures. – note above regarding hard closures.
- The other design severely restricts the permeability of the area for emergency vehicles.

Bruce Grove A LTN:

- The volume of proposed hard closures is a huge concern and would create a extremely complex and difficult area for crews to navigate easily when responding to or egress from emergency calls. The area already has a very complex and difficult to navigate 0ne system that creates diversions for crews, adding additional hard closures will further complicate matters. It also goes against the recommendations in the letter sent to Haringey Council from the LAS in July 2020 and TfL support for greater use of camera filters instead of hard closures.
- Filter 6 – ideally to be a camera to allow better southbound access to area from the The Avenue.
- Filter 10 – How is access to Linley Road going to be facilitated without long complex diversions for emergency crews?
- Filter 11 restricts access to the Pembury Road estate leaving only north access and will result in crews having to contend with the congested Lordship Lane @ A10 junction.
- Filter 13-15 creates an extremely complex, restricted and difficult road network to navigate for emergency crews when under emergency conditions, especially when they are already under pressure to reach unwell or injured patients. Better permeability is needed to assist access and egress in to, around in out of this area. Noting above regarding hard closures.

Bruce Grove B LTN:

- Better access/egress off and onto Downhills Way through an additional camera filter(s) on Rusper Road and/or Sandringham Road. This would assist in preventing long diversions for crews.

General

Any traffic order (banned turns, modal filter, bus gate, school street etc) would require the appropriate exemptions to be included for ambulance, fire and police purpose.

Many Thanks

Darren O'Rourke
Emergency Planning and Resilience Officer South East London and Surface Transport/
NILO

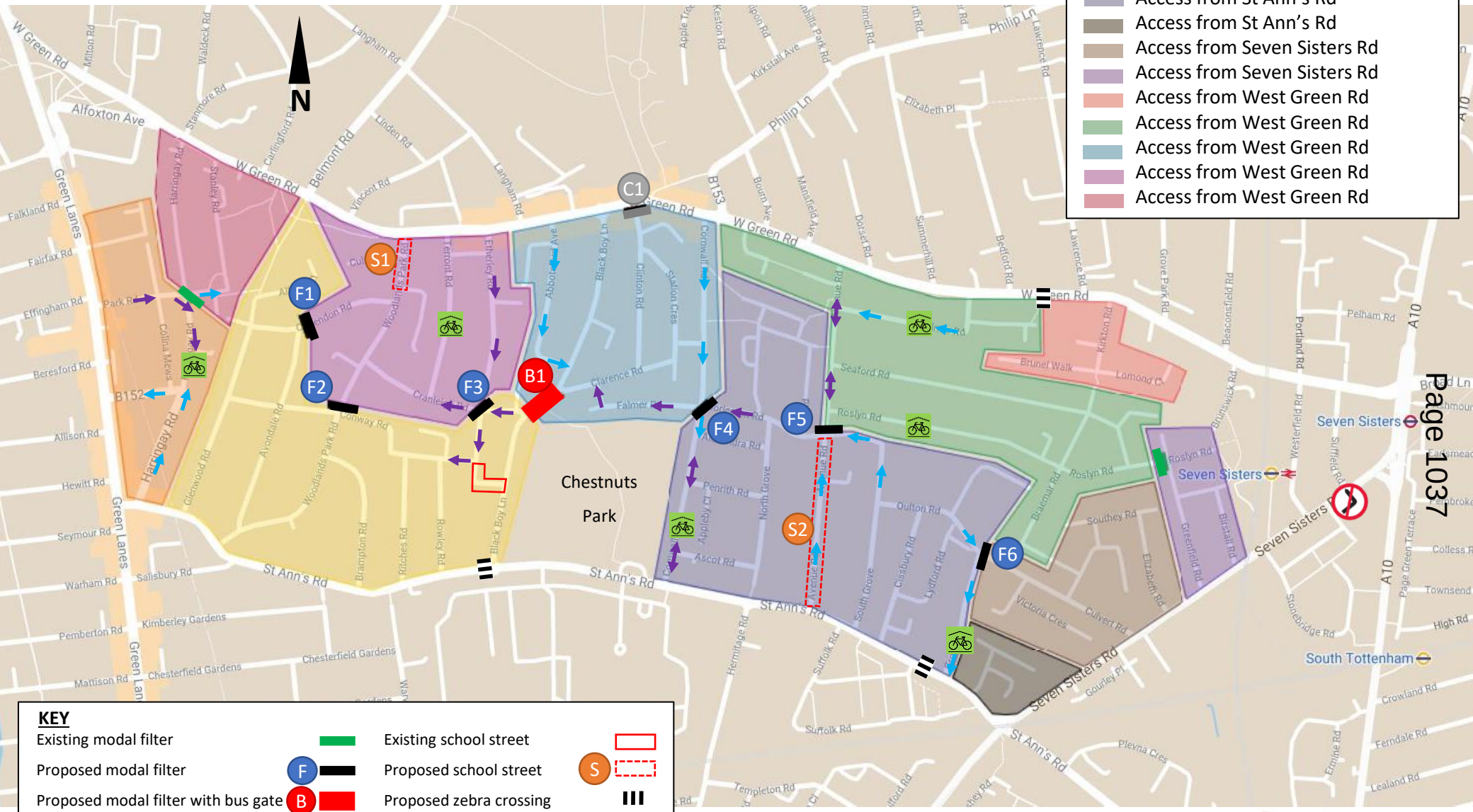


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W: www.engagecf.co.uk

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KEY

Existing modal filter		Existing school street	
Proposed modal filter	F	Proposed school street	S
Proposed modal filter with bus gate	B	Proposed zebra crossing	
Proposed road closure	C	Proposed cycle hanger	
Existing one-way street		Proposed banned left turn	
Proposed new traffic movement			

Haringey LONDON
haringey.gov.uk

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EQUALITY IMPACT ASSESSMENT

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

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

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

Stage 1 – Screening

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

Stage 2 – Full Equality Impact Assessment

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

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

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

1. Responsibility for the Equality Impact Assessment	
Name of proposal	St Ann's Low Traffic Neighbourhood
Service area	Housing, Regeneration and Planning
Officer completing assessment	Ying Wu (external support)
Equalities/ HR Advisor	Norman Rourke Pryme (external support)
Cabinet meeting date (if applicable)	December 2021
Director/Assistant Director	Rob Krzyszowski

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*

Proposal:

A Low Traffic Neighbourhood (LTN) scheme is proposed for the St Ann's area, in the London Borough of Haringey. A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This reduces or eliminates through traffic in the area. Removing through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle, gather and play in a healthier environment. Access to all addresses for motor vehicles will be maintained, but some residents and visitors may have to drive further or use a different road to their habitual route to access their address.

Areas of St Ann's suffer from high levels of through traffic (rat running). This rat running negatively affects the area, where most households do not own or have access to a motor car.[1] Implementing the LTN will remove the vast majority of this through traffic on the residential roads.

Through motor traffic will be restricted at key points on certain streets using modal filters to prevent or to discourage vehicles driving through the neighbourhood, which would reduce rat running and air pollution. Modal filters are points in the road that prevent motor vehicles from passing through, but allow walking, cycling and wheeling. Modal filters proposed during will either be physical, or the road will be left open for emergency access and may be enforced by cameras. As we are proposing a trial scheme, hard closure filters will consist of planters and/or bollards placed in the road The modal filters proposed will be placed wide enough to also allow a through route for emergency services, apart from one location (Clinton Road) where all motor vehicles will be prevented from passing through, but walking, cycle and wheeling will be permitted.

During the consultation phase two options were proposed for the St Ann's area.. The 2 options, A and B, can be viewed online at https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey. For both options, all but one of the modal filters allowed for emergency vehicles. In addition, in Option A, a bus gate, which is a type of modal filter where buses can also pass through, was proposed at a single location (Black Boy Lane) to allow buses to drive through the modal filter. Option A eliminated all through traffic from the entire LTN area, while Option B eliminated only east-west through traffic and some north-south through traffic to the west of the LTN area.

As part of the public consultation a survey was available online and paper copies were also issued. The survey asked for feedback on an LTN in general and on people's views on Option A and B. 63% of respondents gave positive responses to the proposal to reduce vehicle traffic in the St Ann's ward. A significantly higher proportion of respondents provided positive sentiments towards Option A over B.

[1] census11_st_ann_s_ward_profile.pdf (haringey.gov.uk)

LTNs reduced traffic injury risk by 70% on roads within the LTNs for pedestrians, cyclists, and car occupants alike according to London's Low Traffic Neighbourhoods: an emerging evidence base, 2021[2]. Studies have shown that there are additional social benefits associated with LTNs. It was noted in The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London, 2021[3] the introduction of a LTN in Waltham Forest was associated with a 10% decrease in total street crime and this effect increased after a longer period (18% decrease after 3 years). An even larger reduction was observed for violence and sexual offences, the most serious subcategory of crime. The potential causative factors that result in reduced crime are not identified in the report, yet the outcome demonstrates a potential benefit.

This Equality Impact Assessment report is a live document that will continue to be developed throughout the ongoing consultation, implementation and monitoring phases to ensure all groups are considered at all stages of the LTN design and delivery.

Stakeholders affected:
Everyone living in or who travels through the St Ann's LTN area and surrounding areas would be affected by the proposal. Vehicle access to all properties within the area will be maintained under the LTN, albeit the schemes will result in changes to motor vehicle access routes for some drivers. The LTN will deliver multiple benefits, of varying degrees, for various non-motorised users, as described throughout the Equality Impact Assessment (EqIA) report.

LTN Decision-making Route:
The council has carried out community engagement exercises which are explained on the council's LTN webpage. The feedback received from the public and local stakeholders have helped develop the St Ann's LTN proposal. The engagement provided a range of channels (online and offline) to provide feedback. A comprehensive stakeholder mapping exercise has been undertaken to ensure groups representing those with protected characteristics are able to engage.

This included an interactive online engagement map and survey conducted from 4 February to 7 March 2021 which gathered views from the community on the existing issues within the St Ann's LTN area and an opportunity to suggest improvements. There was also an opportunity to email feedback to the project team and to leave a message on a dedicated answer phone. An online public meeting was also held on 2 March 2021 to engage people and hear their views on introducing an LTN project across the St Ann's area. An FAQ document was developed based on the public meeting to give the community a greater understanding of an LTN-type scheme and the associated benefits. Further engagements including a Disability Workshop (19 May 2021), 2 x Public Workshops (24 & 24 May 2021) and a Stakeholder Early Engagement Workshop (15 June 2021) have also been held online.

Community stakeholder groups, including those for service users with protected characteristics under the Equality Act 2010, were identified and invited to participate in the workshops and additional online meetings; these included parents and teachers of schools

[2] https://static1.squarespace.com/static/5d30896202a18c0001b49180/t/60003fabf3791928a02b707f/1610629036655/LTN+Briefing_FINAL.pdf
[3] https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london

in the LTN areas, disability and access groups, the emergency services and our strategic transport partners, Transport for London, neighbouring councils and GTR railway.

A further online survey had taken place from 10 May 2021 to 6 August 2021 which focused specifically on disabled people and carers, with paper copies also sent to the Blue Badge holders and various representative groups in the area.

Unfortunately, due to COVID-19 restrictions and precautions, face-to-face engagement activities have been limited. However, the following were provided to enable engagement with those not able to participate in the on-line activities:

- Newsletter/maildrop for local residents and businesses
- Letters/emails to stakeholders

The following additional tools were also provided to residents during the public consultation on the design options, with multiple opportunities to provide feedback on the evolving proposals for the St Ann's LTN project:

- The option to request consultation materials in different languages or in braille;
- Individuals were able to request a telephone call to discuss the proposals and printed copies of the materials presented.
- Sub-titling for online events if requested by anyone who is hard of hearing will continue;
- A postal address was provided so individuals could still provide feedback if not able to submit these online;
- Any locations where physical consultation materials were available were in accessible locations; and
- Translation and sign language options were offered on request.

The feedback was used to develop two St Ann's LTN options, referred to as Option A and B. Please refer to the maps here: https://www.haringey.gov.uk/parking-roads-and-travel/travel/transport-strategy/low-traffic-neighbourhoods-haringey.

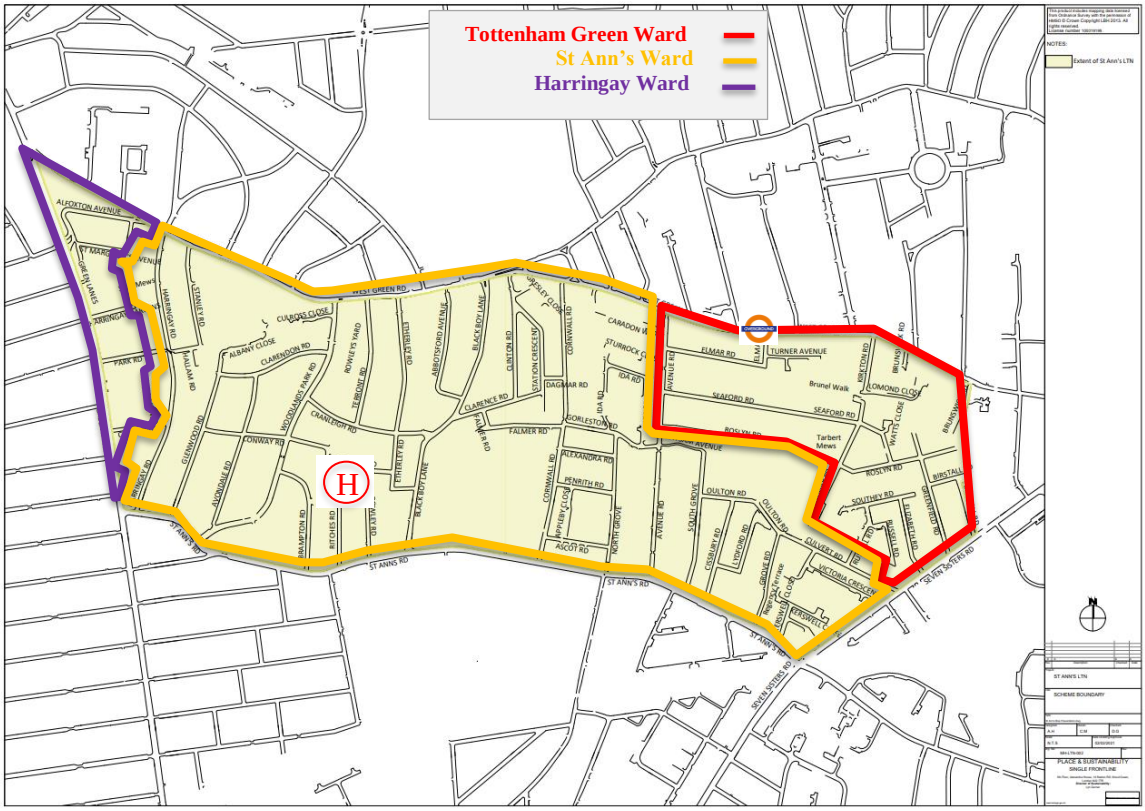
As part of the engagement, a consultation phase was held between 23 August to 17 September 2021, to enable residents, businesses, stakeholders and those travelling through the proposed LTN area, and affected adjacent areas to comment on both schemes. Consultation materials including a leaflet summarising the proposed options and a questionnaire was posted to all households and premises in the LTN and on adjacent roads.

All feedback was considered and analysed to inform the recommendations to Cabinet. The majority of respondents were in support of reducing traffic in St Ann's ward and Option A was supported over Option B. A full analysis can be found in the Consultation report accompanying the Cabinet paper. Having regard to all relevant factors, Option A is proposed for implementation.

It is expected some traffic will divert to the main roads surrounding the LTN under Option A and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. A high level traffic assessment has been carried out and is available on the project website, which has addressed the potential traffic impact issues, which may result in some increased journey times in the short term.

During the LTN trial period, traffic volumes, traffic speeds, air quality, road collisions, and other data will be monitored while the scheme is in place, and there will be opportunity to adjust the scheme if necessary. An online perception survey will also be used to gain feedback from the public on the impacts of the scheme once implemented. During the trial period, the community will be able to provide further feedback. Traffic volumes and air quality will also be monitored in the LTN area and boundary roads. This information, along with any other community feedback received, will be taken into consideration in making a decision as to whether or not to make the traffic management changes are made permanent at the end of the trial period. The community will then be notified of the decision.

Project area:



The map can also be accessed in a larger format on our website:
https://www.haringey.gov.uk/sites/haringeygovuk/files/st_anns_ltn_map.pdf

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 https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf Ward level Equalities data 2011 Census*	*N/A*
Gender Reassignment	*Not Available*	*N/A*
Age	*Haringey Equalities Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf Ward level Equalities data 2011 Census*	*N/A*
Disability	*Haringey Equalities Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf Ward level Equalities data 2011 Census*	*N/A*
Race & Ethnicity	*Haringey Equalities Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf Ward level Equalities data 2011 Census*	*N/A*
Sexual Orientation	*Haringey Equalities Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf Ward level Equalities data 2011 Census*	*N/A*
Religion or Belief (or No Belief)	*Haringey Equalities Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf Ward level Equalities data 2011 Census*	*N/A*
Pregnancy & Maternity	*Not Available*	*N/A*
Marriage and Civil Partnership	*Haringey Equalities Profile https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf Ward level Equalities data 2011 Census*	*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.

St Ann's LTN project covers not only St Ann's ward, but also sections of Harringay and Tottenham Green wards. For that reason, information from the Census 2011 has been gathered on each protected group for each of these wards and for Haringey borough as a whole.

Sex:
It is important that any scheme ensures that the needs of both genders are taken into account, and any victimisation of women is not only avoided, but if possible reduced by the design. In order to achieve this, it will be important to meaningfully involve women in the design.

Gender	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Male	51.5%	51.4%	49.2%	49.5%	49.3%
Female	48.5%	48.6%	50.8%	50.5%	50.7%

St Ann's ward has 51.5% of men and a slightly lower proportion of women at 48.5%.
For Harringay ward there is 51.4% of male and a 50.5% of women.
Tottenham Green's overall population consists of 49.2% of men and 50.8% of women.

LB Haringey has 49.5% of men and 50.5% of women. Haringey's men to women ratio is in line with the rest of London.

Across Greater London, research undertaken by TfL shows walking is the most commonly used type of transport by women (95 per cent walk at least once a week). Women are also more likely to use buses than men (63% compared with 56%) but are less likely to use other types of transport including the Tube (38% of women compared with 43% of men). Men (42%) are likely to drive a car than women (33%) once a week, with women (51%) more likely to use a car as a passenger once a week compared to men (37%).

Female Londoners take more trips on a weekday than male Londoners, 2.5 compared to 2.3[4]. This pattern however is reversed amongst older adults, with older women Londoners taking fewer weekday trips than older men Londoners, 2.0 compared to 2.2. It is important to recognise that women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.

Women aged 17 or over who are living in London are less likely than men to have a full driving licence (58% compared with 72%) or have access to a car (63% of all women

[4] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

compared with 66% of all males). These factors are likely to be related to the frequency of car use as a driver.

Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, the improvements the scheme aims to be deliver in terms of safety and convenience to these networks will improve their access to public transport services.

79% of women in London report being able to ride a bike, compared with 91% of males[5]. Increasing residents' access to favourable cycling conditions is likely to benefit women, particularly due to higher number of trips they make on a daily basis compared to men, as well as their role in taking children to and from educational and recreational facilities. The proposals would reduce a significant barrier to cycling.

Reduced volumes of motor vehicle traffic in LTNs create significantly quieter environments which can heighten the apprehension of threat. This perception particularly impacts women making trips by foot or bicycle, as part of a public transport journey or a trip on its own. There is some concern that this perceived risk impacts women's willingness to make trips by active travel modes after dark, although during the day LTNs may create more pedestrians on the street and increase the feeling of safety. In contrast, an academic report[6] suggested a positive improvement in the measured crime rate after the introduction of LTNs. The report examined the impact on street crime after introducing LTNs in Waltham Forest which was associated with a 10% decrease in total street crime, with significant decreases in violence and sexual offences. The potential causative factors that result in reduced crime are not identified in the report, yet the outcome demonstrates a potential benefit. However, women tend to share taxi services late at night to get home safely. The LTN may increase travel times and cost between drop-offs.

Reduction of through-traffic will reduce the risk of road traffic collisions, which would benefit pedestrians particularly pregnant women with infants and/or young children. This will also provide benefits to women travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Haringey Women's Forum was invited to participate in Engagement Stages 2 and 3.

Gender Reassignment:
Census data is not available for Gender Reassignment. As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have a negative impact on Gender Reassignment group. In general, with the lower risk of anti-social behaviour this could be seen as a benefit to this group.

LGBTQ organisations and network have been invited to the engagement events and contacted to find inclusive ways to engage, to ensure they are safe and feel welcomed and comfortable in any engagement sessions. They have been notified of the early public consultation and will be encouraged to take part during all the consultation phases.

[5] http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf
[6] https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london/

Sexual Orientation
Census data does not provide information on sexual orientation, however 3.2% of London residents aged 16 or over identified themselves as lesbian, gay or bisexual in 2013 (ONS Integrated Household Survey[7] . If the same ratio was assumed, in St Ann's ward this would equate to 468 residents, Harringay ward 424 residents and Tottenham Green ward 466 residents. For Haringey as a borough this would equate to 6,491 residents.

LGBTQ organisations and network have been invited to the engagement events and contacted to find inclusive ways to engage, to ensure they are safe and feel welcomed and comfortable in any engagement sessions. They were also contacted and encouraged to take part during the early consultation.

Age:
It is essential to ensure the input of children, young people, and the elderly to ensure the designs are accessible, safe, and suitable for them.

There are community groups and organisations targeted at specific age groups that have been contacted and invited to participate in the engagement. These include a number of schools in the area which have been directly approached to help engage them in the process. Care homes and groups representing the elderly were invited to participate in engagement. Phone call engagements have been offered to all residents unable to provide feedback online during the consultation. All residents are also able to post their feedback.

Feedback received throughout the engagement to date has been monitored to ensure the views of these groups have been considered.

Age	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
0-4	6.9	6.4	7.4	7.1	6.2
5-9	5.4	4.1	5.9	6.2	5.6
10-14	4.9	3.6	6.0	6.0	5.8
15-19	5.0	3.7	6.1	5.6	6.3
20-24	9.4	10.3	8.3	7.4	6.8
25-29	12.7	16.1	11.1	11.0	6.8
30-34	13.2	14.8	10.5	11.2	6.6
35-39	9.4	9.3	8.5	8.9	6.7
40-44	7.2	7.7	8.7	7.9	7.3
45-49	6.2	6.0	6.9	6.9	7.3
50-54	4.5	4.2	5.0	5.3	6.4
55-59	3.7	3.4	4.1	4.2	5.7
60-64	3.0	2.9	3.3	3.6	6.0
65-69	2.4	2.0	2.5	2.6	4.8
70-74	2.4	2.1	2.4	2.3	3.9
75-79	1.8	1.7	1.7	1.8	3.2
80-84	1.0	1.2	0.9	1.1	2.4
85-89	0.6	0.4	0.4	0.6	1.5
90+	0.3	0.1	0.3	0.3	0.8

St Ann's wards' overall population spread closely mirrors that seen in Haringey borough more widely, with those aged 20-44 making up the largest proportion of residents (51.9%), and those aged 65+ making up the smallest proportion (8.5%). Those aged 0-19 make up

[7] https://www.haringey.gov.uk/sites/haringeygovuk/files/equalities_profile_of_haringey.pdf

22.2% of the population.

Harringay ward's overall population spread is narrower than that seen in Haringey with those aged 20-44 making up the largest proportion of residents (58.2%, the largest proportion in the borough), and those aged 0-19 making up the smallest proportion (17.8%, the smallest in the borough). In Harringay ward the 20-44 age group is much more prominent than the wider borough average. By contrast, the ward has among the smallest proportions of 0-19 years' olds, 45-59 years' olds, and 65+ years' olds of all Haringey wards.

Tottenham Green ward's overall population spread is in line with that seen in Haringey more widely, with those aged 20-44 making up the largest proportion of residents (47.1%), and those aged 65+ making up the smallest proportion (8.2%). People aged 0-19 mark the 25.4% of the ward's population. No age group is particularly over- or under-represented in the ward, comparative to the borough average.

Haringey Borough compared to London:
Haringey has a higher proportion of 20-44 year olds than London (46.4% and 34.2% respectively). LB Haringey has a lower proportion of pensioners (65+) than London (8.7% and 16.6% respectively). Haringey has a similar proportion of 0-19 years olds as London (24.9% and 23.9% respectively).

Elderly people with early dementia or Alzheimer's can lose their ability to recognize familiar places easily. They may become lost or confused if their local environment is significantly changed in order to establish a LTN. However, any modal filters would be placed on the road and not on the pavement, to avoid obstruction. The LTN would also provide a much safer place with less traffic, which will reduce risk to any people that are likely to wander (with a low degree of awareness) as a consequence of their condition.

Elderly people are also likely to have increased GP and hospital appointments and more likely to have mobility issues. Motor vehicle journey times and routes may be altered due to the proposed schemes. During the early consultation phase, the public and Blue Badge holders had been asked if they have specific needs that require access through the modal filters such that their motor vehicle journey would not be affected. Quite a few disabled people and their carers were concerned about increase travel times in particular those who relied on taxis.

People of young and old age are more vulnerable to poor air quality, as shown in the Air Quality in City of London: A Guide for Public Health Professionals[8] study. The scheme proposals would reduce the volume of motor traffic, associated air pollutants and vehicle speeds, with an anticipated improvement in air quality and road safety within the LTN area. This would contribute towards an increased self-reported well-being and quality of life for the older and younger generation.

The Travel in London Report 12[9] states that out of the child (under 16 years) casualties in 2018, 51% were walking compared to 28% were car occupants. Traffic calming measures provided by the LTN will provide a protective factor and redress a disproportionate risk for children walking or playing on the streets.

[8] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf
[9] http://content.tfl.gov.uk/travel-in-london-report-12.pdf.

Disability:
There are several groups and organisations providing support and information around living with disabilities which have been contacted and invited to participate in the Council's engagements. They will also be contacted and encouraged to continue engagement with the Council during the LTN trial and beyond.

It is key to involve these groups to ensure the scheme is accessible for people with different disabilities. During the early engagement process a Disability Workshop was held on the 19 May 2021 and an online survey for those who are disabled or are carers took place from 10 May 2021 to 1 September. Paper copies were sent to Blue Badge holders and representative groups in the area. Where consultation material was available in the public areas, these spaces were wheelchair accessible. Haringey offered sign language for people who are deaf or have a hearing impairment, and also subtitling of on-line sessions upon request.

Day-to-day activities	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Limited a lot	7.8	5.9	8.4	6.8	6.7
Limited a little	7.6	6.6	8.0	7.2	7.4
Not limited	84.6	87.5	83.6	86.0	85.8
Limited a lot: Age 16 to 64	4.4	3.2	5.2	3.8	3.4
Limited a little: Age 16 to 64	5.0	4.3	5.6	4.6	4.2
Not limited: Age 16 to 64	63.9	70.2	60.6	62.4	61.5

Reported Health	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Very good health	45.9	50.2	43.1	49.6	50.5
Good health	35.4	34.0	37.0	33.6	33.3
Fair health	12.2	10.5	12.5	11.2	11.2
Bad health	5.0	4.0	5.3	4.2	3.7
Very bad health	1.6	1.3	2.1	1.5	1.2

In St Ann's ward 6.6% of residents have bad or very bad health. This is slightly higher than the rate seen in Haringey (5.7%) and London (4.9%) more widely. 15.4% of people in St. Ann's ward have their day-to-day activities limited a little or a lot due to their health condition. This is slightly higher than borough and London's average (14% for LB Haringey and 14.1% for London).

In Harringay ward 5.3% of residents are considered as having bad or very bad health. 12.5% of Haringey's ward residents have their day-to-day activities limited a little or a lot.

In Tottenham Green ward 7.4% of residents are considered as having bad or very bad health. 16.4% of Tottenham Green residents have their day-to-day activities limited a little or a lot. This is relatively higher than in the other considered wards, the borough or London.

There is a high percentage prevalence of excess weight in Year 6 with 43.8% of Year 6

children in St Ann's ward with excess weight. This is above the Haringey (36.1%) and London (36.8%) averages, though not among the highest rates of all Haringey wards. 39.6% of Year 6 children in Harringay ward have excess weight. This is also higher than the Haringey (36.1%) and London (36.8%) averages but is not amongst the highest levels in the borough. 46.8% of Year 6 children in Tottenham Green have excess weight. This is the highest rate of excess weight of all Haringey wards.

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing Annual Survey 2018[10] of the whole of UK shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24 per cent of disabled cyclists' bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycling infrastructure was found to be the biggest barrier to cycling.

Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows. Some disabled people rely upon cycling as their primary means of mobility. Cycling conditions within the St Ann's LTN area are likely to see greater improvement under the proposed scheme.

The project aims to decrease motor vehicle traffic creating a safer environment, particularly for disabled people who are more likely to be pedestrians. Quieter roads will also benefit those whose physical impairments necessitate more time to cross the road, or whose mobility aids that may require use of the road, such as mobility scooters.

Low Traffic Neighbourhoods may impact the route and duration of some journeys for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride. The LTN scheme has been designed to minimise the number of modal filters affecting motor vehicle accessibility. Reduced traffic flow on neighbourhood streets is likely to reduce traffic congestion and improve journey times within the LTN area. During the early consultation phase, the public and Blue Badges holders were asked if they have specific needs that require access through the modal filters such that their journeys would not be affected. Quite a few disabled people and their carers were concerned about increased travel times in particular those who relied on taxis.

Throughout the consultation and trial the Council will continue to respond to residents and direct them to advice and information where necessary. Meeting the needs of those with access and disability needs, and their carers, has been an important part of the LTN design process. Hearing the views from the community on these issues at online workshops, through the Disabled People and Carers survey and the public consultation has helped shape the design of the LTN including the types/locations of filters, the locations of the new pedestrian crossings and the decision to allow emergency vehicle access through camera enforced filters which significantly outnumber the physical closures across the LTN. The Council will be offering exemptions for all blue badge

[10] https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf#:~:text=Between%20August%20and%20September%202018%2C%20Wheels%20for%20Wellbeing,Disabled%20cyclists%20from%20across%20the%20UK%20took%20part.

holders[11] living in anLTN area or on the immediate boundary of one which will enable them to access to some of the LTN filters (e.g. those which are not subject to a hard closure). . An application process to apply for the exemption will be introduced and this will set the criteria for eligibility. This exemption will not apply to School Street filters which are subject to separate exemptions.

From the sight loss data tool[12] reports that the estimated prevalence of sight loss is lower in Haringey compared to the average for England, with 2.0% of the population living with sight loss, compared to 3.2% nationally. In Haringey there are an estimated 5,550 people living with sight loss. Visually impaired people will be pedestrians in the affected area, users of public transport or passengers in other vehicles. Visually impaired people will have varying degrees of ability to see the changes in the environment around them. This will include changes to traffic flows or directions of traffic. Although likely to benefit from decreased traffic flows, the initial change could be confusing.

The introduction of a scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities as adapting to changes in their environment can present challenges and take time to adapt to. Any impacts have been minimised through the design of the LTN.

Reduction or elimination of through-traffic is likely to reduce conflict between different road users on the whole. Quieter streets also mean that those travelling with wheelchairs or mobility scooters are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Race & Ethnicity:
Studies have found big differences in air pollution across communities in England, with deprived and ethnic minority areas the worst affected. The worst air pollution levels were seen in ethnically diverse neighbourhoods, defined as those where more than 20 per cent of the population are non-white: Ethnic minorities and deprived communities hardest hit by air pollution, Imperial College London, 2015[13]. Air Quality Information for Public Health Professionals – London Borough of Enfield, 2013[14] states that deprived communities suffer greater burdens from air-pollution-related death and sickness. Tackling air quality in London would contribute to increasing healthy life expectancy and reducing early death from cardio-respiratory diseases. LTN schemes help tackle this inequality.

Ethnicity	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
White	54.4%	65.6%	47.2%	60.5%	59.8%

[11] A Blue Badge is a parking permit that helps people with enduring and substantial mobility problems and/or non-visible (hidden) disabilities to access goods and services, by allowing them to park close to their destination.
[12] https://www.rnib.org.uk/professionals/knowledge-and-research-hub/key-information-and-statistics/sight-loss-data-tool
[13] https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/
[14] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf

(Other & British)					
Mixed	6.5%	6.3%	7.1%	6.5%	5%
Asian	12.6%	11.4%	11.1%	9.5%	18.5%
Black	21.3%	11.8%	28.9%	18.8%	13.3%
Other	5.4%	4.7%	5.7%	4.7%	3.4%

The proportion of White residents in St. Ann's ward is 54.4% while for LB Haringey as a whole the proportion is 60.5%.

The proportion of White residents in Harringay ward is 65.6%. There is a slightly larger proportion of residents of White ethnicity compared to the LB Haringey average (60.5%), and a slightly smaller proportion of residents of Black ethnicity (11.8%) compared to the borough average (18.8%).

In Tottenham Green ward the proportion of White residents is 47.2%. The second largest ethnicity group is Black residents (28.9%), proportion higher than LB Haringey's (18.8%) and London's average (13.3%).

The proportion of people of Asian ethnicity varies from 11.1% (Tottenham Green ward) to 11.4% (Harringay ward) and 12.6% (St. Ann's ward), while across Haringey borough on the whole is 9.5%, which is low compared to the London average of 18.5%.

Proportions of mixed and other ethnic backgrounds are slightly higher in LB Haringey (6.5% mixed and 4.7% other) than London's average (5% mixed and 3.4% other).

It is important that the specific views across this variety of ethnic communities, that make up substantial elements of the area's population, are included in the consultation process.

There are some established community groups and organisations representing minority groups in the area that have been contacted and invited to participate in the engagements. They will also be contacted and encouraged to continue engagement with the Council during the LTN trial and beyond. If requested, smaller feedback/discussion sessions can be facilitated with groups that have English as a second language to ensure communication is clear.

Over 180 languages are spoken by Haringey residents. 30% of Haringey residents do not speak English as their main language. This is the 6th highest rate in London and is above the statistical neighbour and London averages. Of those whose main language is not English in Haringey, one in four (24%) either do not speak English well or do not speak it at all. This is the third largest proportion of all London boroughs, and is above the statistical neighbour and London levels as reported in Haringey at a glance – State of the Borough April 2021 report[15].
All printed consultation materials were available in other languages. The project page could also be translated into other languages:
https://www.haringey.gov.uk/contact/translation-and-interpreting-services#auto

The scheme proposal seeks to improve air quality in the area and thus address one of the key issues that ethnic minority groups tend to experience. If Option A is introduced, we

[15] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf

expect some of this traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant.

Religion:
It is important that the specific views of the range of religious groups and communities are included in the consultation process.

There are some established faith/religious groups in the area, and they have been contacted and invited to take part in the engagement. They will also be contacted and encouraged to take part during future consultation phases.

Religion	St. Ann's ward (%)	Harringay ward (%)	Tottenham Green ward (%)	LB of Haringey (%)	London (%)
Christian	46.5	39.0	50.9	45.0	48.4
Buddhist	1.2	1.3	1.4	1.1	1.0
Hindu	2.3	2.5	1.6	1.8	5.0
Jewish	0.7	0.6	0.6	3.0	1.8
Muslim	17.1	14.1	17.7	14.2	12.4
Sikh	0.3	0.3	0.1	0.3	1.5
Other religion	0.4	0.7	0.5	0.5	0.6
No religion	22.4	32.7	18.6	25.2	20.7
Religion not stated	9.0	8.7	8.5	8.9	8.5

Religious identity in St Ann's ward largely follows the wider borough pattern, with Christianity (46.5%) the main religion and Islam representing the second largest religion (17.1%). St Ann's has a very small proportion of Jewish residents (0.7%) compared to LB Haringey more widely (3%).

Harringay ward has a larger proportion of residents identifying as having no religion (32.7%), compared to the wider borough (25.2%). The ward also has a smaller proportion of residents identifying as Christian (39%) than is seen across Haringey (45%).

Over half of Tottenham Green ward residents identify as Christian (50.9%), a higher proportion than the Haringey average (45%). By contrast, Tottenham Green has a smaller proportion of residents saying they have no religion (18.6%), compared to the level in Haringey (25.2%).

The Muslim community is the second largest in all three wards which is consistent with the wider borough and London; however, the percentage is higher by 2-4% in the borough than in London.

Improving conditions for walking and cycling is likely to positively benefit those who attend places of worship on foot, by bicycle or using a mobility scooter. Amenities such as these are generally attended by those who live and work locally. Although it is acknowledged

that this scheme is likely to increase some journey times for some worshippers who drive to their place of worship, all drivers will continue to have vehicle access to their destination.

Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not have much leisure time as those from non-religious backgrounds as stated in Barriers to Cycling for Ethnic Minorities and Deprived Groups[16]. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than them having to go out of their way to achieve it.

Marriage and Civil Partnership:
This characteristic is only applicable in contexts where the scheme relates to employment.

Pregnancy/ Maternity:
Census data does not provide pregnancy nor maternity statistics. It is important to ensure the designs are suitable for parents with young children as well as accessible with prams, and children with special educational needs.

Reduction of through-traffic is likely to reduce conflict between different road users on the whole. This will reduce the risk of road traffic collisions involving pedestrians particularly pregnant women, parents and guardians with infants and/or young children. This will also provide benefits to pedestrians travelling with prams who require additional time to navigate kerbs when crossing the street. Quieter streets also mean that those travelling with prams are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Improvements in air quality are likely to particularly benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults. Their face is usually lower than those of adults, as children in prams stay closer to the direct source of pollutions and fumes. The implementation of the scheme may alter some car journey routes and times for a portion of those who are pregnant and for parents with infants and/or young children who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars or taxis.

Expectant mothers and mothers who have recently given birth may have increased numbers of medical appointments. Where this travel is made by car, some journeys may take slightly longer, but where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Furthermore, exposure to poor air quality while at home should reduce over time as a result of mode shift away from private car trips.

There are some established pre/post-natal groups, parent groups and nurseries which have been invited to take part in the engagement. They were contacted and encouraged to take part during the early consultation and will continue to be encouraged during future consultation phases.

[16] http://content.tfl.gov.uk//barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf

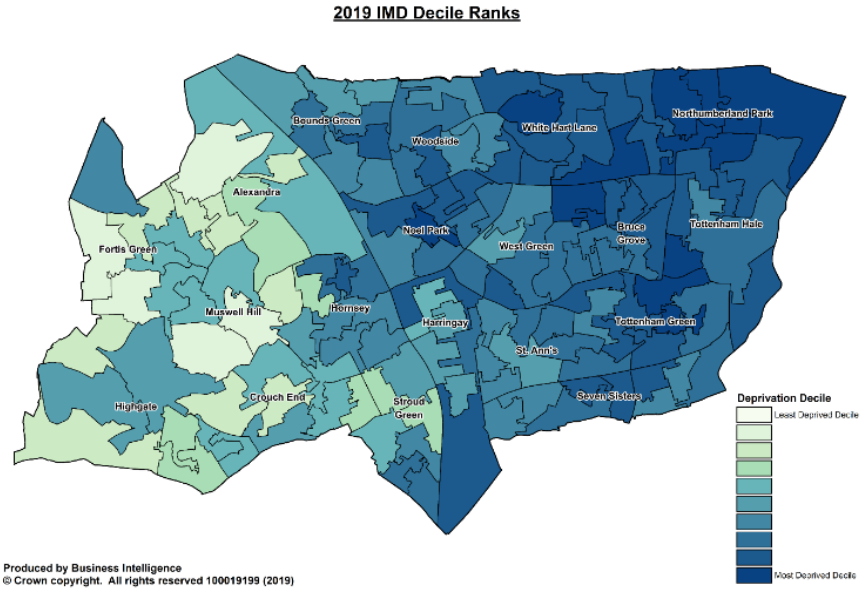
Other marginalised groups:
Haringey have aimed to ensure that homeless or unemployed people are not any more likely to be victimised as a result of the scheme.

There are some established groups representing these groups in the area and they have been contacted and invited to take part in the engagements.

Census data does not provide information on homelessness, however Haringey State of the Borough profile[17] states that:

In [London Borough] Haringey people are generally seen bedding down in the Finsbury Park, Wood Green and Tottenham areas; the majority are people who have not been contacted by outreach workers before and are not seen for a second night. A very small number of people rough sleeping in Haringey are classed as living on the streets (LOS). In Haringey, only 15% of people identified as rough sleeping are women.

Haringey is the 4th most deprived borough in London, with deprivation more concentrated in the north east. Relative deprivation has reduced since 2015, though Haringey's London ranking has not shifted significantly:



Digitally excluded groups, including homeless and those with homes without or limited access to internet, have been accommodated by ensuring the engagement materials are displayed in a publicly accessible place such as library. There will be an engagement board and letterbox type facilities will be provided for offline feedback, to enable them to provide feedback on the designs.

The Travel in London Report 12[18] shows there is a strong correlation between low income households and car ownership. St Ann's ward only 40.4% of households own 1 or more

[17] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf
[18] travel-in-london-report-12.pdf (tfl.gov.uk)

cars, Harringay 38.2% and Tottenham 34.9% compared to 48.2% Haringey borough wide and 58.4% in London[19].

TfL research shows that low-income Londoners also tend to travel less frequently than Londoners overall – 2.2 trips per weekday on average compared to 2.4 among all Londoners. Among this group, a greater proportion of journeys are completed for the purposes of shopping and personal business: 31 per cent of Londoners with household income of less than £20,000 compared with 22 per cent all Londoners (in line with 31 per cent and 22 per cent observed in 2013/14)[20].

Londoners in lower income households are the most likely EqIA group to use the bus at least weekly; seven in 10 Londoners in households with an annual income of less than £20,000 do so (69 per cent).

St Ann's ward ranks quite low on the IMD decile. Cycling and walking present a low-cost form of transport and can connect people safely and quickly to local shopping centres, as well as to public transport stations as part of multi-modal longer distance journeys (e.g. into inner London). As such, the proposed improvements to the St Ann's area will benefit those cycling and walking and therefore are likely to benefit those without access to cars. Thus lower income households may disproportionately benefit from improved walking journeys to bus services and cycling routes compared to higher incomes households that travel by car.

Some primary roads could experience the impacts of reassigned traffic in the short term. These roads may have pockets of dense housing on them and so the impact on the residents needs to be monitored.

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 Communications and Engagement activity undertaken to support the St Ann's LTN proposal aligns with the Council's obligations under the Equality Act 2010. The programme took the following steps to ensure those obligations were met and will continue to be met in the future:

- The option to request consultation materials in different languages or braille for those who request it;
- Individuals are able to request a telephone call to discuss the proposals and printed copies of the materials presented;

[19] Equality Impact Assessments (EqIA) | Haringey Council
[20] https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf

- Sub-titling for online events if requested by anyone who is hard of hearing will continue;
- A postal address is provided so individuals who are not able to submit feedback online can still participate in the programme;
- Any locations where physical material is available are accessible locations; and
- Translation and sign language options offered where necessary and possible.

Several communication channels exist to support this project which have been utilised throughout this campaign. These include:

- Haringey Council Corporate Website and social media accounts;
- Council newsletters and mailing lists;
- Commonplace platform; and
- Local media and blogs.

In addition, the following communications collateral have been produced to support the project:

- Newsletter/maildrop for local residents;
- Letters/emails to stakeholders;
- Project poster;
- Information boards;
- Digital and physical map of proposed interventions;
- Technical briefing documentation;
- FAQ documents; and
- Social media content.

To support all of this material, a project plan, FAQ document have been produced. Key messaging will be reviewed over the course of the project period, as the project evolves. Several engagement tools have been and will continue to be used as part of the process. This includes:

- Dedicated webpage;
- Physical pop-up events at key areas within St Ann's project area;
- Stakeholder meetings, including with ward councillors, MPs and London Assembly Member;
- Targeted stakeholder meetings to engage with those seldom heard and those groups identified in this EqIA;
- Webinar sessions with participative element;
- Commonplace platform, utilising the interactive engagement mapping and survey functions;
- Engaging with the Haringey Transport Forum;
- Bespoke business survey;
- A disabled people and carers survey;
- Business Perception survey, which also had an on-line (SNAP) version
- Email account, phone number and postal address for the receiving feedback from residents groups; and
- Consultation material available at St Ann's Library.

Taken together, these tools provided residents with multiple opportunities to provide feedback on the proposals for reducing the traffic in St Ann's area.

All identified community stakeholder groups (identified through our stakeholder mapping) have been written to during the engagement stages, to invite them and their members to participate in the engagement process. The following community engagement activities took place during the engagement period:

- Two meetings with schools to brief on LTN proposals in St Ann's, Bruce Grove and Bounds Green. These took place on 28 April 2021 and 30 April 2021.
- A meeting with ward councillors was held on 10 May 2021.
- A meeting with organisations representing those with disabilities on 19 May 2021.
- An online disabled people and carers survey has taken place since 10 May 2021 to 3 September 2021, with paper copies sent to blue badge holders and representative groups in the area.
- Two public workshop sessions were held on 24 May 2021 and 25 May 2021, with representatives of Haringey Living Streets, Fountain Area Residents Association, Ladder Community Safety Partnership, Healthy Streets St Ann's, and Haringey Cycling Campaign attending the workshops.
- A meeting was held with the St Ann's Healthy Streets group on 27 May 2021.
- A meeting with several stakeholder groups in St Ann's was held on 15 June 2021.

At these sessions, the feedback from the earlier engagement stages was presented detailing the issues and suggested improvements raised. Attendees were also invited to discuss the requirements of the groups they represent and provide feedback.

The interactive engagement map survey (hosted by Commonplace) ran from 4 February May to 7 March 2021, which provided residents the opportunity to comment on the issues and suggested improvements for the area. This has been hosted on Commonplace platform and also the project page, allowing continuity for people who previously participated in the early engagement exercises. Residents have also been provided with a link to this in the mailshot that was sent to them.

Each engagement stage has included monitoring questions looking to collect:

- Demographic data;
- Information about how participants currently travel around the area;
- Feedback on the options that focus on:
    - What to keep;
    - What could change; and
    - What is missing.
- Any accessibility considerations or concerns the design team should consider.

A consultation was held between 23 August to 17 September 2021 as part of the engagement, to enable residents, businesses and stakeholders and those travelling through the proposed LTN area and affected adjacent areas to comment on two LTN schemes. Consultation material including a leaflet summarising the proposed options and a questionnaire was posted to all the households and premises within the scheme area and adjacent roads. These outlined the St Ann's LTN options and associated impacts and asked for feedback on the proposals. The consultation included the following activities:

- Further stakeholder engagement, including schools and emergency services,
- All Haringey Councillors, MPs and London Assembly Member briefings;
- Pop-up session at school gates and St Ann's library.
- Perception survey in physical and on-line digital (SNAP) form
- On-line accessible formats for the leaflet and survey

A display of the options proposed during the public consultation stage and an opportunity to provide feedback offline, was provided at St Ann's Library, including:

- The consultation leaflet provided background information on the proposed options and information about the opportunities to participate in the consultation process;
- Paper surveys and a feedback box for individuals to complete, which were collected by the project team;

Six pop-up sessions were held across the area to engage the public and encourage participation:

- Saturday 4th September, 10am – 2pm, Chestnuts Park
- Wednesday 8th September, 2.30pm – 4pm, St Ann's Primary School
- Thursday 9th September, 2.30pm – 4pm, Chestnuts Primary School
- Friday 10th September, 2.30pm – 4pm, West Green Road Primary School
- Saturday 11th September, 10am – 2pm, St Ann's Library
- Monday 12th September, 2.30pm – 4pm, Seven Sisters Primary School

In addition, a series of lamp post wrap around signs were distributed in locations throughout St Ann's, and emails were sent to all individuals who participated in the previous stages of engagement, to encourage them to complete the survey.

This EqIA is a live document and will continue to be developed during the course of this project.

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?

An online interactive engagement mapping survey (hosted by Commonplace) was held from 4th February 2021 and showed that traffic speed and volumes were the top concerns. The issue raised most frequently was 'traffic speeding', which was mentioned in 54% of comments or agreements. The suggested improvement raised most frequently was 'reduce traffic volumes', which was mentioned in 48% of comments or agreements.

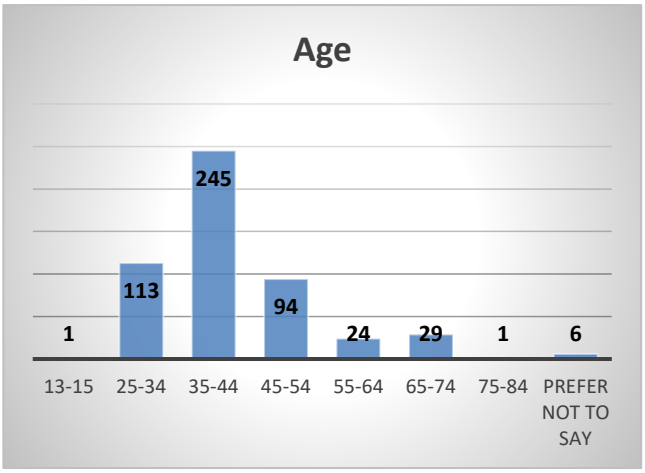
Top issues raised by residents and stakeholders:

- Traffic speeds (54% comments/agreements)
- Poor cycling environment (46% comments or agreements)
- Traffic volumes (46% comments or agreements)
- Rat running traffic (46% comments or agreements
- Traffic safety concerns (45% comments or agreements

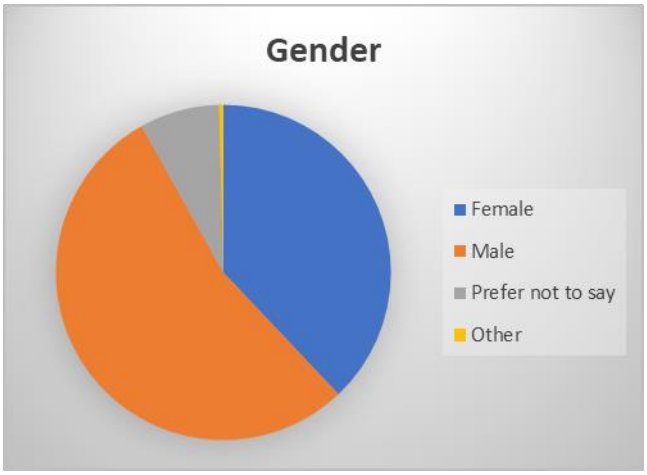
Top suggested improvement by residents and stakeholders:

- Reduce Traffic Volumes (48% comments/agreements)
- Reduce traffic speeds (40% comments/agreements)
- More cycle infrastructure (33% comments/agreements)
- Increase traffic and speeding enforcement (33% comments/agreements)
- Permanent road closure (30% comments/agreements)

Overview of the respondent characteristics showed:



The younger and older generation was underrepresented in the Commonplace survey. This could be due to limited knowledge or access to the internet in the much younger and older generation. To help engage these age groups during the pre-construction engagement and early consultation, leaflets and questionnaires were placed at St Ann's Library. Early school engagements took place and school pop ups took place as part of the consultation.



Women were also slightly under represented in the Commonplace survey. Haringey Women's Forum was invited to participate in the two public design workshops (24 & 25 May 2021) and a stakeholder's workshop (15 June 2021). They were contacted and encouraged to take part during the public consultation.

A disability workshop session was held on the 19 May 2021 with Disability Action Haringey and Wheel for Wellbeing. Concerns raised during the workshop are as below and have been further investigated:

- The lack of an inclusive access at the entrances to Brunswick Park was raised, with one representative feeling the current arrangements could violate the Equality Act 2010. Whilst Brunswick Park is outside the scope of the project, the feedback has been noted.
- Concerns around access to Avenue Road, which used to be a two-way road but is now a one-way road, as residents now have to travel via Cornwall Road and Gorleston Road. They would prefer if Avenue Road could be reverted back to a two-way road.
- There is an aspiration that Avenue Road would be restricted during school pick up and drop off times.
- There were concerns that the School Streets could direct more traffic via Black Boy Lane. Additional access may be required so people can get to homes during School Streets if travelling by car.
- A general discussion was had about the need to generally improve the footways in the area to make sure they are accessible to wheelchair users and those with visual impairments.

During the design workshops held on the 24 and 25 May 2021, it can be seen that the different age groups were better represented on Monday 24 May 2021, whereas the younger and older ages where under represented on the 25 May 2021

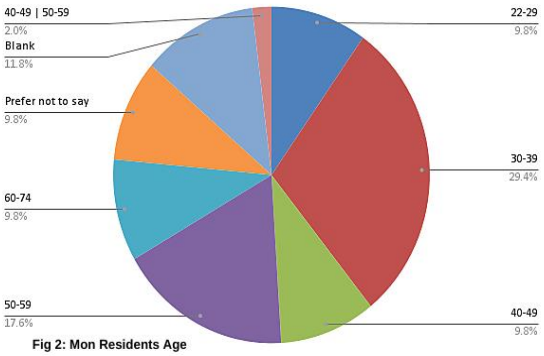


Fig 2: Mon Residents Age

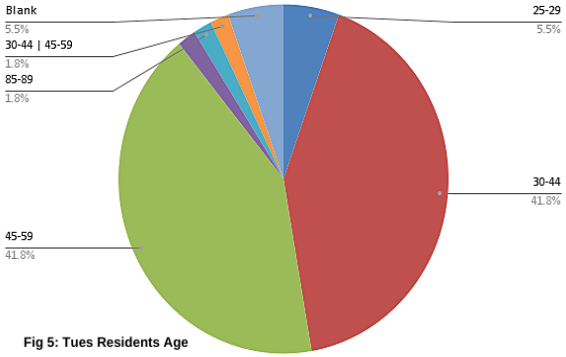


Fig 5: Tues Residents Age

However, overall the majority of attendees, 53%, were under the age of 50, with the vast majority of those, 40% identifying as between the age of 30-44. Only 7% identified themselves as over 60. This corresponds with the St Ann's ward profile demographic which indicates the largest proportion of residents fall between the age of 20-44 (49.9%). Only 8.7% of the ward are over the age of 65.

Females were still slightly under represented during these engagements:

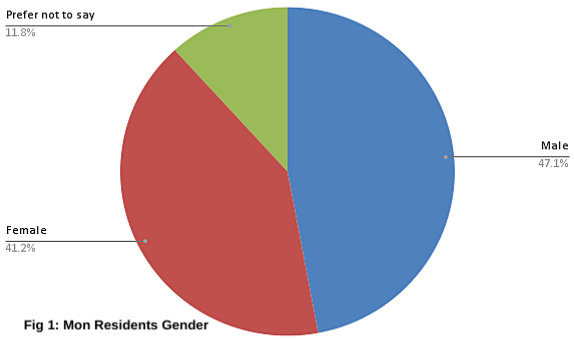


Fig 1: Mon Residents Gender

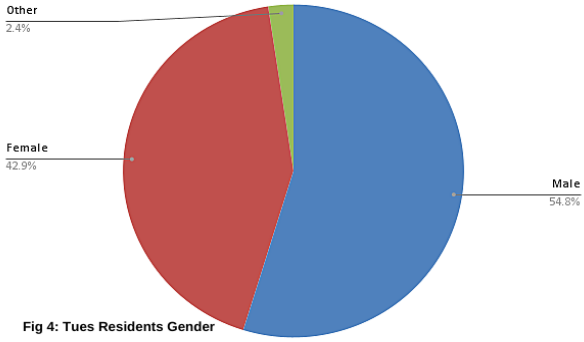


Fig 4: Tues Residents Gender

Residents and stakeholders living with disabilities were under represented during these design workshops, as such separate consultations will continue to be organised for them.

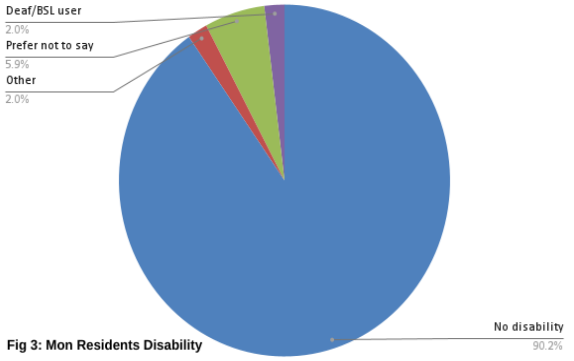


Fig 3: Mon Residents Disability

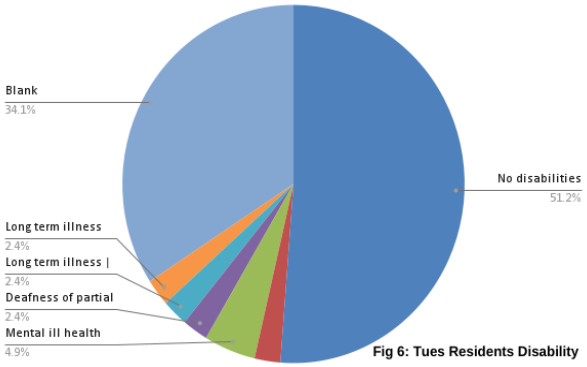


Fig 6: Tues Residents Disability

With regard to ethnicity, 13% of individuals described themselves as coming for an Asian, Asian British, Black, Black British, Mixed, or other background. When compared to the ward profile for St Ann's, there was an over-representation of White British individuals participating in the process, and an under-representation of the White Other group, which is the largest in the ward.

The final stakeholder group session took place on 15 June 2021 and it was attended by the following groups:

- Haringey Living Streets
- Fountain Area Residents Association
- Ladder Community Safety Partnership
- Healthy Streets St Ann's (two representatives)
- Haringey Cycling Campaign
- TFL (though as a non-participating member, providing additional insight from TFL)

During the design workshop sessions, the attendees generally welcomed the LTN schemes based on the options presented. Of the two options presented, Option A included a modal filter with a bus gate on Black Boy Lane and Option B retained the southbound movement on Black Boy Lane but removed all other through movements – this second option has not been progressed based on the feedback at the workshops, with an alternative option (Option B) developed for the consultation stage.

There were a minority of attendees who voiced opposition to any type of intervention on Black Boy Lane. That sentiment was accompanied by general opposition to the installation of a Low Traffic Neighbourhood in the St Ann's area. Issues such as the ability of elderly and disabled people to access their properties were raised when this sentiment was expressed. The impact of the proposals on St Ann's Road (and the subsequent knock onto Green Lanes) was raised on several occasions. Concerns were raised that any LTN intervention could result in additional use of St Ann's Road with the potential for increased speeds, and "anti-social" driving behaviours. Suggestions were made including the provision of a speed camera on St Ann's Road to ensure compliance with speed limits. A small minority of residents asked about the impact of this scheme on the Harringay Ladder roads and asked when measures would come forward to reduce vehicle movements in this area. There was some concern that Wightman Road may bear the brunt of the displaced traffic and drivers may use some of the Ladder Roads to access it. There were also concerns that the removal of all north and south connections, as outlined in Option One, would have a negative impact on Green Lanes, which already has severe traffic issues.

Those expressing a preference for the Option 1 argued it would address existing issues on Black Boy Lane and align with the objectives of a Low Traffic Neighbourhood project. By letting traffic travel southbound on Black Boy Lane, as per the second option, it was argued the existing issues on the road would not be addressed, and that other roads, such as Abbotsford Avenue, could also act as a rat run.

There is a desire within the community to see School Streets made permanent outside St Ann's Primary School, West Green Primary School and Chestnuts Primary. There is a broad consensus that reducing vehicular movement and traffic speeds outside schools, particular at the start and the end of the school day, would be a positive measure. This included some individuals who had expressed negative sentiment towards the project in its entirety.

The following issues were also noted during the sessions:

- A request for an exemption to allow Blue Badge holders to pass through the modal filters.
- Support for additional cycle hangars, including specifically on Riches Road, as long waiting lists currently exist.
- A request was received to outline the thinking for integrating cycle routes across St Ann's and the neighbouring LTN areas (Bruce Grove and Bounds Green).
- A suggestion to open Chestnuts Park to cyclists through the existing north gates was received.
- An issue was raised at the area between the end of Rosslyn Road that led into Brunswick Park, in that motorbikes use the drop curb as an invitation to cut through to West Green Lane. Participants argued this should be addressed to aid pedestrian safety.
- The widening of pavements across the LTN area was an idea that was held on several occasions.
- The installation of speed cameras on St Ann's was raised as a potential option to reduce speeds.

Among those who were supportive of an LTN in stakeholder and community sessions, there was a strong preference for Option A. Very little support for Option B was expressed, and a minority of participants expressed a view against an LTN moving forward.

Feedback was used to refine the preferred option to form Option A. A new (Option B) was developed, based on concerns around the potential wider impact of the scheme. Where possible feedback from the engagement was taken on board through the design process, for example the degree of traffic restrictions and specific locations of modal filters and cycle hangars.

A consultation was held from 23 August to 17 September 2021 to enable residents and stakeholders to provide comments on Option A and Option B. Leaflets were distributed to every resident and business within the St Ann's LTN area providing a detailed summary of the two LTN options, along with a perception survey. Paper copies of the survey were also made available at St Ann's Library, alongside a display of A1 information boards which provided information on the two options for residents. An accessible consultation leaflet and survey were also published on the Council website for any resident or business who required the information in this format. The primary means through which feedback was received through the consultation process was through a perception survey. Analysis of the demographics of the respondents showed that:

Gender

- Among participants slightly more respondents identify as female as opposed to male.

Gender	**Total**	**Percentage**	**LB of Haringey (%)**
Man	458	44%	49.5%
Woman	486	47%	50.5%
Other	6	1%	No Data
Non binary	5	<1%	
Prefer not to say	78	8%	
Total	**1033**	**100%**	**100%**

Ethnicity

- 67% of participants identified as white, with *"prefer not to say"* constituting the second most popular answer.
- There was an underrepresentation of Black/African/Caribbean/Black British individual when compared to the ward level data.

Ethnicity	**Total**	**Percentage**	**LB of Haringey (%)**
Asian/Asian British	39	4%	9.5%
Black/African/Caribbean/Black British	48	5%	18.8%
Mixed/Multiple Ethnicities	51	5%	6.5%
White	691	67%	60.5%

Other	30	3%	4.7%
Prefer not to say	163	16%	
Jewish	2	<1%	
Chinese	1	<1%	
Total	**1025**	**100%**	**100%**

Physical and mental health conditions

- 15% of participants identified as having a long term physical or mental health condition, which is broadly in line with what is outlined within the St Ann's ward profile.

Do you have any long term physical or mental health conditions?	**Total**	**Percentage**
Yes	158	15%
No	783	76%
Prefer not to say	86	8%
Total	**1027**	**100%**

Age

- 55% of participants identified as being under the age of 44.
- Compared to the wider ward demographics, there was a slight overrepresentation of over 65s.

What age group are you?	**Total**	**Percentage**	**LB of Haringey (%)**
<15	0	0%	19.3%
16-24	15	1%	13% (age 15-24)
25-34	202	20%	22.2%
35-44	354	34%	16.8%
45-54	174	17%	12.2%
55-64	107	10%	7.8%
65-74	80	8%	4.9%
75+	32	3%	3.8%
Prefer not to say	68	7%	
Total	**1032**	**100%**	**100%**

Religious affiliation

- Based on ward profile data, there was an underrepresentation of individuals who identify as Christian or Muslim.
- The largest group was those who have no religious affiliation which was the option selected by 59% of respondents.

What is your religion?	**Total**	**Percentage**	**LB of Haringey (%)**
No religion	608	59%	25.2%
Christian	169	16%	45.0%
Buddhist	10	1%	1.1%
Hindu	4	<1%	1.8%

Jewish	24	2%	3.0%
Muslim	25	2%	14.2%
Sikh	1	<1%	0.3%
Other	12	1%	0.5%
Prefer not to say	151	15%	8.9%
Total	**1004**	**100%**	**100%**

In the perception survey, quantitative questions were asked to test the sentiment towards the two options and the proposals associated with each. Respondents could choose along a 5 point scale ranging from 1 negative to 5 positive or an "I don't know/undecided" option. When asked "*How do you feel about Haringey proposing to reduce motor vehicle traffic in the St Ann's LTN?"* 63% of respondents picked the most positive option when answering this question, with 26% opting for the most negative option, indicating strong general support for proposals to reduce motor traffic in the area. Responses from residents who lived on the boundary roads expressed slightly less support, with 53% picking the most positive option, and 31% opting for the most negative. However, more participants were positive than negative.

Option A received a significantly more positive response than Option B. The average score for Option A, when *"don't knows*" are removed, is 3.5, and 58% of participants provided the most positive ranking when asked. The average score for Option B is 2.6, and only 19% provided a score of five. 32% gave Option B the most negative score possible. The results from the residents on the boundary roads were slightly more mixed. Full detail analysis of the results can be found in the Consultation Report.

Option A:

Those who expressed a positive sentiment to Option A did so based on the following themes:

- Reducing through traffic and the speed of vehicles outside of the local primary schools and other local social infrastructure. This was particularly true of Black Boy Lane and Avenue Road which both have schools on them.
- Improvements to air quality within the LTN area that is generated because of a reduction in through traffic.
- Improvements in cyclist safety making it more likely to encourage active travel within the St Ann's area.

The main themes that have emerged in opposition to Option A in the qualitative analysis of the survey data are as follows:

- The scheme will divert traffic onto the boundary roads to a significant extent and not achieve the desired reduction of traffic sought.
- Pollution will be created as journey times will be lengthened, with air quality worsening on boundary roads, most particularly West Green Road and St Ann's Road.
- An LTN will result in increased traffic on Green Lanes, which will have a negative impact on the businesses that operate there.

- Access to properties will be made more difficult for those who are disabled and those people that care for them.

The concern about the re-assignment of traffic onto the boundary roads was particularly strong among those who were in opposition to the scheme and living or operating a business on those boundary roads.

There was strong support for the additional cycle hangers, the new Zebra crossings and school streets.

There was a response from a woman who shared taxi services at night for safety who felt that the LTN would cause a barrier for this to work efficiently.

There were email responses to the public consultation from a couple of residences that are disability carers that use Hackney carriages, who expressed concern about access and that their journey times would be increased due to the LTN.

The majority of the responses to the Disability and Carers survey, held from 10 May 2021 to 1 September 2021, that were specific to a LTN in St Ann's ward had an overall negative sentiment. The most common themes raised by those expressing a negative view were as follows:

- The LTN would make the area inaccessible both to disabled residents and to individuals, including carers, who visit them.
- A perception an LTN in St Ann's would result in additional congestion and traffic.
- A linked perception that an LTN would result in a deterioration of air quality.

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)*

   The introduction of a Low Traffic Neighbourhood in Waltham Forest was associated with a decrease in total street crime and antisocial behaviour. This effect increased over time, with an even larger reduction observed for violent and sexual offences. The causative factors are not assessed in detail, yet any proposals that can help keep any threats or likelihood of sexual offences against women at a minimum is a benefit. Women tend to share taxi services late at night to get home safely. The LTN could

create a barrier for this to be done efficiently as it may increase travel times and cost between drop-offs.

Women are more likely to use the bus than men. As many public transport journeys start or end on foot or cycle, improvements in safety and convenience to these networks will improve their access to public transport services.

Less women in London report being able to ride a bike, 79 per cent compared with 91 per cent of males[21]. Increasing residents' access to favourable cycling conditions is likely to benefit women, as the intervention would reduce a significant barrier to cycling.

Women are more likely to take children to and from educational and recreational facilities and be carers. Those who can walk to local schools would benefit from the safer environment the schemes offer. Women who rely on a car as transportation to any further special schools or to provide care may have their journeys altered.

Overall, the air quality, health and mode shift benefits are considered to outweigh the inconvenience caused by longer vehicle journeys to this protected characteristic. Monitoring and further engagement will also take place post implementation.

Option A							
Positive	✓	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)*

As far as we are aware there is no clear evidence or data to expect that the LTN proposals will have an impact on Gender Reassignment group. In general with the lower risk of anti-social behaviour this could be seen as a benefit to this group.

Option A							
Positive	✓	Negative		Neutral impact		Unknown Impact	

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)*

There would be a positive impact to the younger generations as a result of safer roads created via School Streets being introduced at Avenue Road by St Ann's CE Primary School and Woodlands Park Road by West Green Primary School as part of both options. There would also be a reduction of traffic and traffic speeds in the proposed area. Young people would be encouraged to walk and cycle (or scoot) to school, which would help to improve the current child excess weight statistics in the neighbourhood area.

[21] http://content.tfl.gov.uk/attitudes-to-cycling-2014-report.pdf

People of young and old age are more vulnerable to poor air quality as shown in the Air Quality in City of London: A Guide for Public Health Professionals[22] study and discussed throughout this report. Tackling air quality would contribute to increased healthy life expectancy and reducing early death from cardio-respiratory diseases, which would benefit all ages, in particular those more vulnerable such as elderly people or those with poor health.

Elderly people with early dementia or Alzheimer's could become lost or confused if their local environment is significantly changed due to a LTN. Although should they wander, a LTN would provide a much safer place with less traffic. Elderly people also have increased GP and hospital appointments and may need to travel by motor vehicle more due to mobility issues. The proposed scheme may alter their journey times, but St Ann's Hospital and surrounding surgeries are still easily accessible. During the consultation phase, the public and blue badges holders were asked in the Disabled People and Carers Survey if they have specific needs that require access through the modal filters so that their journey would not be affected. Quite a few disabled people and their carers were concerned about increase travel times in particular those who relied on taxis.

Option A							
Positive	✓	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)*

Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[23] shows that 72 per cent of disabled cyclists use their bike as a mobility aid, and 75 per cent found cycling easier than walking. The survey results show that 24 per cent of disabled cyclists' bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling. Improved cycling conditions will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling if their disability allows.

The introduction of any scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities like sight impairment, neurodiversity or mental health conditions. Adapting to changes in their environment can present challenges, cause frustration and require time to adapt. Although they are likely to benefit from decreased traffic flows as they are less likely to drive, as there would be a safer environment and better air quality, the initial change could be confusing in both options.

Reduction or elimination of through-traffic is likely to reduce conflict between different

[22] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf
[23] Wheels for Wellbeing Annual Survey 2018: https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-final.pdf

road users on the whole. Quieter streets also mean that those travelling with wheelchairs or mobility scooters are able to use the road if they choose to circumvent obstructions on the pavement (e.g. if the pavement is too narrow to navigate due to bins).

Those with disabilities may have increased GP and hospital appointments and the options may negatively impact on some journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore prefer the use of door-to-door transport services such as private cars, taxis, or Dial-a-Ride.

During the consultation phase, the public and Blue Badge holders were asked if they have specific needs that requires access through the modal filters such that their journey would not be affected. There are concerns from the residences about access issues, in particular for those who regularly need to use a taxi and may experience higher fares and longer delays.

Option A							
Positive	✓	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)*

Evidence from the Waltham Forest report shows a decline in anti-social behaviour, which could reduce violence or victimisation based on race and ethnicity.

Deprived and ethnically diverse neighbourhoods were found to have the worse air pollution levels[24] [25], as discussed throughout this report. Tackling air quality would contribute to increasing healthy life expectancy and reducing early death from cardio-respiratory diseases in this protected group.

There are many ethnic shops and restaurants around St Ann's, from the Oriental Food Store in the south east corner of St Ann's to the Cudi Food Centre and Eternal Dit:Food Store – Congolese & afro Caribbean Food Store in the north west. There are quite a few ethnic restaurants along West Green Road; Jambo Zamsareh (Ugandan) Restaurant, Hing Wong Chinese takeaway etc. The scheme would encourage walking and cycling in the local area which may improve shop/restaurant traffic having a positive effect on Black, Asian, and minority ethic (BAME) economic outcomes. However, many of these businesses are on the boundary road, which may have increased traffic due to the LTN implementation.

A business walkaround for the perception survey took place in the early consultation phase, and discussions were held in regards to the impacts on deliveries and logistics. There were concerns there was insufficient parking for staff and customers and very limited space for deliveries. When they were asked how supportive they were of efforts to improve cycling infrastructure in their local

[24] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf
[25] https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/

area, a mixed picture emerged. The most common response respondents gave was five, (30 per cent). After this, the most common response was three (25 per cent), followed by one (19 per cent).

Monitoring and further engagement will also take place post implementation, with material available in different languages.

Option A							
Positive	✓	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)*

No clear evidence or data to expect the proposals will impact on this group

Option A							
Positive		Negative		Neutral impact	✓	Unknown Impact	

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)*

Improving conditions for walking and cycling is likely to positively benefit those who follow a religion and attend a local place of worship. Destinations such as this are generally used by local community. The proposal area is quite religiously diverse. There a quite a few churches surrounding St Ann's ward and on the east side the Sheikn Nazim Sufi Centre south of St Ann's Road and Seven Sisters Masjid (mosque) north of West Green Road. These would be quite easy to walk or cycle (scoot) to for the local community. There are also additional Muslim places of worship further northwest of St Ann's; Islamic Cultural Society Mosque and the Taiba Mosque Complex Community Centre. The schemes are likely to increase or alter some journey times for some worshippers who normally drive to their place of worship. All worshippers would still be able to continue to access their respective destination.

Religious commitments can sometimes leave little time for sporting activities, for example, as young Asian Muslims attend mosque after school, they do not have much leisure time as those from non-religious backgrounds as stated in Barriers to Cycling for Ethnic Minorities and Deprived Groups[26]. Therefore, creating environments that enable and encourage people to cycle more often can lead to exercise being built into their day, rather than them having to go out of their way to achieve it.

[26] http://content.tfl.gov.uk//barriers-to-cycling-for-ethnic-minorities-and-deprived-groups-summary.pdf

Overall, the air quality, health and mode shift benefits are considered to outweigh the inconvenience caused by longer vehicle journeys for these protected characteristics. Monitoring and further engagement will also take place post implementation, with material available in different languages.

Option A							
Positive	✓	Negative	✓	Neutral impact		Unknown Impact	

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)*

A LTN may negatively impact on those parents or those who are pregnant, or who have infants and/or young children and find it more difficult to walk or cycle, and therefore may prefer the use of door-to-door transport services such as private cars or taxis. Expectant mothers and mothers who have recently given birth may also have increased numbers of medical appointments that they prefer to make using a vehicle.

Mothers attending courses by vehicle at the Positive Mama Hypnobirthing and Antenatal or Relaxation centres inside St Ann's area may have their journeys altered due to the scheme. But both centres can still be easily accessible by travelling south from West Green Road or north from St Ann's Road respectively. Those attending St Ann's Hospital who are travelling from the north of the hospital would are likely to have their journeys altered due to the restrictions on Black Boy Lane and Cornwall Road. However, the hospital would still be easily accessible from Seven Sisters Road and Green Lane, although the journey time may have increased.

At the same time, there are many parents who travel with their children either using a toddler bike seat, cargo bike or bikes with trailers. These parents will benefit from the proposals.

Where the journey is walked or cycled through the project area, it is likely to be less polluted and have reduced volumes of traffic. Improvements in air quality are likely to benefit infants and children who are more vulnerable to breathing in polluted air than adults due to their airways being in development, their breathing being more rapid than adults as well as the fact that when walking or seating in the pram, they are positioned closer to the direct source of fumes.

Overall, the air quality, health and mode shift benefits are considered to outweigh the inconvenience caused by longer vehicle journeys for this protected characteristic. Further investigation on impact will be conducted during the post implementation phase.

Option A							
Positive	✓	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)*

N/A

Positive		Negative		Neutral impact		Unknown Impact	

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

Impact covered within respective EQIA group.

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 disabled and elderly have higher doctors and hospital appointments and are more likely to have mobility issues that require motor vehicle transportation. The LTN scheme could indirectly discriminate this group as their journeys routes and duration may be altered. Option A would have a greater affect than Option B, as the modal filters have been proposed to remove vehicle access running from the north to the south and vis versa. Those attending St Ann's Hospital or Grove Road Surgery who are travelling from the north of St Ann's would have to go around onto West Green Road and take the A105 Green Lanes or A503 Seven Sisters Road, rather than being able to travel directly south to the hospital under the proposed scheme. Those needing to access the Good Health Pharmacy, Spur Road or West Green Surgery in the north of St Ann's from the south would also have to go around onto the A-roads. Traffic on these main roads may cause a significant increase to their journey times. Some primary roads could also experience the impacts of reassigned traffic in the short term. There were concerns from the residences about access issues, in particular for those who regularly need to use a taxi and may experience higher fares and longer delays.

The introduction of any scheme, any changes made during the trial, or removal of the scheme may initially impact residents with certain impairments or disabilities as changes in their environment can cause confusion and adapting can present challenges and would require time. Elderly people with early dementia or Alzheimer's can lose their ability to recognize familiar places easily. They may become lost or confused if their local environment is significantly changed to establish an LTN. However, the LTN would also provide a much safer place with less traffic should they wander. Any impacts have sought to be minimised through the design of the LTN. Although both protected groups are likely to benefit from decreased traffic flows, the initial change could be disconcerting at first.

Both the disabled and elderly would benefit from better air quality resulting from the schemes. Safer environment would also encourage them to walk or cycle more and enable them to be more mobile and less reliant on a motor vehicle if they are able to.

- **Being active:** According to Wheels for Wellbeing[27] charity that aim for more disabled people in the UK to cycle for everyday journeys – transport, leisure or exercise: *One of the biggest barriers to more Disabled people taking up cycling is the general assumption that Disabled people can't or don't cycle*. And *Some Disabled people depend on motorised vehicles for their journeys. Other are unable to drive; some find it easier to cycle than to walk'.*

- **Being active**: Haringey State of the Borough profile[28] states that:
  - Cancer, cardiovascular disease, and lung disease are the main causes of early death (deaths under the age of 75) in Haringey. The most common habits associated with long-term conditions, poor health and early death in Haringey are poor diet, smoking and high blood pressure;
  - One in 5 adults in Haringey have high blood pressure and a third of our residents are not getting enough physical exercise;
  - 2 in 3 adults are overweight or obese (is physically inactive)

- **Being active:** According to World Health Organization. Global recommendations on physical activity for health; 2011[29] children and young people aged 5–17 years old should accumulate at least 60 minutes of moderate to vigorous-intensity physical activity daily.

Air pollution: As stated throughout the report, studies[3031] have found that deprived and ethnic minority areas are the worst affected, with people of young and old age being more vulnerable to poor air quality. Ethnically diverse neighbourhoods were defined as those where more than 20 per cent of the population are non-white, which

[27] https://wheelsforwellbeing.org.uk
[28] https://www.haringey.gov.uk/sites/haringeygovuk/files/state_of_the_borough_final_master_version.pdf
[29] https://www.who.int/home/cms-decommissioning
[30] https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_lb_enfield.pdf
[31] https://www.imperial.ac.uk/news/163408/ethnic-minorities-deprived-communities-hardest-pollution/

would apply to St Ann's, Harringay and Tottenham Green Wards. By reducing the volume of traffic both options will help address air quality related inequality.

- **Social interaction:** A study in Bristol[32] found the number of friends and acquaintances reported by residents was significantly lower on streets with higher volumes of motor traffic. With less traffic there would be an increased opportunity for play streets and encourage visits to the surrounding green spaces, Chestnuts Park and Downhills Park, by foot or cycle. Safter streets would also encourage walking and cycling to community centres and in general, increasing the opportunity for social interactions between those who share a protected characteristic and those who do not and thus greater community interaction.

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. 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.	Y
Adjust the proposal: 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	N
Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	N
Exemptions: An application process to be introduced making the following eligible for an exemption to non-hard closure filters in the LTN experimental scheme: •Blue Badge holders living within the Bounds Green LTN or on the immediate boundary of it •Special Educational Needs transport •Essential Haringey Council services catering for people with a disability	Y

[32] https://core.ac.uk/download/pdf/323897729.pdf

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

Impact and which relevant protected characteristics are impacted?	Action	Lead officer	Timescale
A bus gate is proposed on Black Boy Lane to enable public transport users to continue using the services on the same route.	Continue to develop the EqIA through the ongoing rial implementation, and monitoring phases to ensure all groups are considered at all stages	Whole project team	Post Implementation
LTN exemptions	An application process to be introduced for the following to obtain exemptions to non-hard closure filters in the LTN experimental scheme: •Blue Badge holders living within the Bounds Green LTN or on the immediate boundary of it •Special Educational Needs transport •Essential Haringey Council services catering for people with a disability	Whole project team	Implementation – subject to timing of the application process.

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.

Some car journeys may be different or take longer, and thus become less convenient as a result of the proposals.

It is the overall impact of the proposal that is being considered, with many benefits to the users, including those living and working across the scheme area. In order to achieve the multiple benefits described throughout the report, including contributing to the local Haringey and wider, outer London mode-shift, some car journey impact may be seen. Emergency services will be permitted to pass through all modal filters with the exception of the modal filter at the northern end of Clinton Road.

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

Ongoing engagement and formal consultation during the LTN trial period, including with those from EqIA groups.

Qualitative and quantitative monitoring of the trial over a maximum period of 18 months, once implemented.

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Report for: Cabinet 7 December 2021

Title: **Decision on the Council's proposal to bring Homes for Haringey (HfH) in-house**

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

Lead Officer: **Robbie Erbmann, Assistant Director (Housing)**.

Ward(s) affected: All

Report for Key/ Non Key Decision: Key

1. Describe the issue under consideration

This report sets out the proposal to insource Homes For Haringey, reports on the results of an 8-week resident consultation process, and recommends approval to delegate detailed implementation to Council officers.

2. Cabinet Member Introduction

We are proud of the work Homes for Haringey has carried out in the past 15 years and particularly its transformation programme and motivated staff. However, with the Council committed to building at least 3,000 new council homes by 2032, we believe it is the right time to bring housing services back under the direct management of the Council, as many other councils have done.

We want to align housing management and maintenance services more closely with our direct delivery of new homes. We also want to join housing and other front-line Council services to meet resident needs in a better way. This will provide more clarity and simplicity for residents to resolve their issues quickly and easily. With changes in regulation and accountability coming through proposed legislation, we have an opportunity to strengthen the voice of residents and place the full range of housing services at the heart of our efforts to improve outcomes for all our residents.

We have heard from many residents. A clear majority have expressed support for the proposal, and are now ready to move forward to implement the transfer. We intend to build stronger, more responsive and more engaged housing services that support the Council to deliver across all its priorities for homes, jobs, health and community.

3. Recommendations

3.1 For Cabinet to note and consider the results of the consultation with tenants and leaseholders on the proposal to insource services from Homes for Haringey (see Appendix A), as well as the submission from the Board of Homes for Haringey (see Appendix B).

3.2 For Cabinet to approve the insourcing of services from Homes for Haringey, based on the rationales set out in the report, with the detailed implementation process delegated to Council officers, including service of a notice to terminate the Management Agreement, finalising the organisational structure for incoming staff and services, staff consultation and transfer under TUPE regulations, transferring budgets and financial processes, and resolving legal issues such as contract novation, ongoing management of leases, support to the Haringey Community Benefit Society, etc. as set out in section 6.7 of the report.

3.3 For Cabinet to approve co-design and co-production of new resident engagement arrangements, including involvement in policy, operational oversight and scrutiny, with detailed proposals to be brought back for final approval during 2022, as set out in section 6.6 of the report.

3.4 For Cabinet to approve a virement of £565,000 for the year 2021/22 and note an additional sum of £550,000 required next year, 2022/23, to meet the one-off expenditure needed to complete the transfer processes, as set out in paragraph 6.7.2 of the report.

4. Reasons for decision

4.1 As set out in the 22nd July 2021 Cabinet report approving the resident consultation, the proposal to bring HfH back in-house is rooted in four key rationales:

- Robust governance – accountability to the regulators and residents.
- Value for money – efficiency and quality of services.
- Integrated services – housing as part of a wider customer service offer.
- Improvement – enhancing organisational transformation to deliver better outcomes.

The July report set out the rationales for insourcing to meet these objectives, as follows.

4.2 Robust Governance

4.2.1 The rationales for bringing HfH back in-house to ensure robust governance are based on the following:

- The Council is the legally liable landlord for its 20,000 tenants and leaseholders;
- As a Registered Provider, the Council is accountable directly to the Regulator of Social Housing and the regulation of local authority landlords is now being strengthened;
- The Council is the “accountable person” for building safety under the new post-Grenfell regulations now progressing through parliament;
- The Social Housing White Paper 2020 seeks a stronger local voice for residents in both building safety and housing management and maintenance services;
- Direct delivery in-house will streamline and strengthen governance and accountability structures to meet the changing regulatory climate.

4.3 **Value for Money**

4.3.1 The rationales for bringing HfH back in-house to deliver VFM are based on the following:

- Efficiency savings are anticipated by eliminating areas of duplication and bringing together Council and HfH back-office services;
- Corporate services supporting the HfH Board and subgroups will no longer be needed;
- Client-side monitoring resources in the Council can be repurposed;
- Some HfH functions will be integrated with Council functions to deliver added value;
- Any efficiency savings to the HRA can be reinvested in resident services or add value by funding capital investment in estate improvements and new homes.

4.4 **Integrated Services**

4.4.1 The rationales for bringing HfH back in-house to integrate services are based on the following:

- An integrated management structure within the Council can facilitate a faster and more responsive decision-making process across the housing service, including the new build delivery programme;
- Service improvement resources will be strengthened and focused by bringing Council and HfH performance improvement teams together;
- Bringing Housing Demand services back in-house will enable closer alignment with the Council's social care and housing-related support services as well as Connected Communities;
- Integrated services will be more responsive to external demands, such as the new regime for keeping residents safe in their homes, the charter for social housing residents (social housing white paper) and customer requirements, due to the direct strategic and operational control and direction of the services, with clear lines of accountability to elected Members;
- Service integration opportunities have been identified with Adults and Health; Environment and Neighbourhoods; Customers, Transformation and Resources; Housing, Regeneration and Planning.

4.5 **Improvement**

4.5.1 The rationales for bringing HfH back in-house to improve service delivery are based on the following:

- Closer alignment between the existing HfH transformation programme and the Council's transformation programme, in particular in terms of use of technology and office spaces.
- Strengthened resident voice including co-design and co-production will lead to increased customer satisfaction.

4.6 Having completed a comprehensive resident consultation process and undertaken detailed service review work, the proposal to bring HfH services back under direct Council control and responsibility is now further supported by:

- The majority of residents who expressed an opinion were in agreement with the Council's proposal – see summary below and full report in Appendix A.
- Recognition by the HfH Board of the scope for successful transfer resulting in thriving services – see below and full submission in Appendix B.
- Service integration opportunities have been identified and explored demonstrating scope to achieve efficiencies and improved outcomes for residents – see below.

5. Alternative options considered

5.1 There are a range of different possible approaches to organising and procuring housing management and maintenance services including: transfer ownership to a housing association; transfer management to a housing association; procure a private sector managing agent; bring services in-house; continue with management by HfH.

5.2 Transferring ownership would require a positive result in a residents ballot and a financial arrangement to support acquisition by a housing association. Given the current and future stock investment requirements and the constraints on rental income, it is highly unlikely a workable financial arrangement could be arrived at. This approach would be completely at odds with the Council's long term strategic commitment to build 3,000 new council homes in a decade. This option has not been explored in any detail.

5.3 Transferring management to a housing association would involve a major procurement process to put in place a long term contract, resulting in a transfer of staff. This approach would require retaining a "client-side" contract management resource in the Council, eliminating one of the key efficiencies achievable by insourcing the HfH services. It would also fail to increase the direct accountability of the Council, a core objective given the impending regulatory changes. This has not been explored in detail.

5.4 Procuring a private sector managing agent would also involve a major procurement process to put in place a long term contract, resulting in a transfer of staff. This approach would require retaining a "client-side" contract management resource in the Council, eliminating one of the key efficiencies achievable by insourcing the HfH services. It would also fail to increase the direct accountability of the Council, a core objective given the impending regulatory changes. This has not been explored in detail.

5.5 Continued management by HfH would be the status quo option. This would require retaining a "client-side" resource in the Council, eliminating one of the key efficiencies achievable by insourcing the HfH services. It would also fail to increase the direct accountability of the Council, a core objective given the impending regulatory changes. Whilst housing service improvement and integration with other Council services could continue to be pursued by HfH, officers are of the view that there are greater opportunities for improvement and closer integration by insourcing HfH staff and services into the Council.

6. Background information

6.1 History and Context

6.1.1 In 2000, the Government committed to a target of bringing all social housing up to the Decent Homes standard. The Arms Length Management Organisation (ALMO) model was introduced to support delivery of the Decent Homes programme, with access to funding contingent on ALMOs achieving a two star rating following inspection by the Audit Commission.

6.1.2 HfH was set up in 2006 to access Decent Homes funding. Since 2010, the national position has substantially changed and the then rationale behind the establishment of an ALMO is no longer applicable. Nationally, from a peak of around 70 ALMOs, fewer than 30 now remain in operation.

6.1.3 In line with a decision by Cabinet on 18 March 2014, the arrangements with HfH were altered in September 2014 to transfer Housing Demand services (including, but not limited to, functions under Parts 6 and 7 of the Housing Act 1996 ("homelessness and allocation functions")) to HfH.

6.1.4 In 2017, the Council consulted on a proposal to extend the HfH Management Agreement, concluding with a Cabinet decision on 16th January 2018 to continue the Agreement until 2026. The rationales for that decision were closely linked to plans at that time to outsource new house building activity and enter an estate regeneration joint venture arrangement. These plans did not progress; instead, the Council is now successfully pursuing in-house direct delivery of new house building.

6.1.5 The Council remains the landlord for its 15,325 tenanted and 4,934 leasehold homes (20,259 total). It is the Council, not HfH, that is the Registered Provider. This means it is the Council's responsibility to meet the Regulator of Social Housing's (RSH) consumer standards.

6.1.6 In 2020, the Government's social housing white paper set out proposals to change the role of the RSH to include inspection of local authority landlords. This new regime is expected to come into effect within the next two years.

6.1.7 HfH is already pursuing a housing services transformation programme:-

- Establishing building safety capability.
- Improving IT systems.
- Improving customer satisfaction.
- Delivering an efficiency plan.
- Making physical improvements to office spaces.

6.1.8 HfH provides Housing Demand services as well as the core landlord service, requiring existing joint working with Council services, exemplified most recently through the combined effort to address rough sleeping and single person homelessness during the pandemic and nationally-accredited initiatives to tackle domestic abuse.

6.1.9 On 22 July 2021, Cabinet agreed to launch an 8-week resident consultation process to seek views on the proposal to bring HfH services back in-house. The results of this exercise are summarised below.

6.2 Consultation Methodology and Results

6.2.1 The resident consultation began on 23 August 2021 and concluded on 17 October 2021, comprising the following activities and numbers:

- Survey – c.1,680 surveys completed, mostly by post.
- Focus Groups – c.50 people engaged across 8 sessions (tenants, leaseholders, youth, supported housing, temporary accommodation, resident scrutiny panel, HfH Board).
- Housing Forum – very few attended the online open sessions.
- Estate pop-ups – c.300 people engaged over 9 sessions.

A range of other local stakeholders were also consulted, including the Police, London Fire Brigade, Health, Voluntary Sector, Citizens Advice, Law Centre.

6.2.2 Headline findings are as follows:

81% agreed or strongly agreed with the proposal to insource HfH services.

- General concerns about communication with residents, customer care and organisational culture
- Many residents were concerned that the Council also needs to improve its responsiveness to customers
- People in temporary accommodation and supported housing appreciated the care and commitment of staff
- Best homeless prevention service in London
- Good policies and procedures, not always followed
- Positive role of resident engagement team and resident scrutiny panel
- Praise for youth and employment work (Project 2020)
- The biggest area of criticism was the repairs service, particularly delays, inefficiencies and unresolved cases
- Leaseholder charges and major works concerns
- Not enough transparency and openly available data
- Anti-Social Behaviour services need to be better joined up
- Issues with window cleaning and gardening
- Complaints handling issues
- Not enough respect, empathy, treating residents as people
- Importance of resident engagement making a difference
- General issue of ownership of a problem, lack of end-to-end resolution, problem passed on within the organisation

6.2.3 A full set of results and analysis are set out in Appendix A. All the consultation materials were translated into community languages and estate outreach was targeted to ensure inclusive engagement across local communities and minority audiences.

6.3 Service Review Findings

6.3.1 Alongside the resident consultation process, officers undertook a set of service review processes to inform the evaluation of the insourcing proposal. These included service integration workshops with managers from the Council and HfH, process mapping sessions, review of audit reports, Safeguarding Adult Reviews, performance data, existing service improvement plans and transformation programme activity. The review team also drew on good practice evidence from other local authorities which have previously brought their ALMOs back in-house. These review processes identified a number of service integration and improvement opportunity areas, including:

- Customer services and access arrangements
- Communications
- IT software system development and business information
- Human Resources including recruitment
- Customer feedback and complaints handling
- Resident engagement and consultation
- Procurement and contract management
- Finance processes and monitoring
- Managing Anti-Social Behaviour and CCTV systems
- Managing the estate environment including cleaning, security, parking, pests, waste, grounds maintenance, pavements, highways, lighting, etc.
- Responding to vulnerable adults and families, including preventing homelessness
- Purchasing accommodation under Care Act and Children Act duties
- Aids and adaptations for disabled residents
- Building safety compliance and capital delivery project management
- Energy advice
- Employment and training support

6.3.2 In a number of these areas, officers have identified potential efficiency savings as a result of the transfer and streamlined working processes. A full financial analysis of budget savings available for reinvestment will be reported once the detailed future organisational structure has been finalised. The full financial impact of the transfer will be reported in a future budget monitoring report to Cabinet.

6.4 HfH Board submission

6.4.1 Council officers and HfH staff and Board members have worked together cooperatively throughout the service review and resident consultation process. HfH Board submitted their views on the Council's proposal and this document is attached as Appendix B. The submission contains a number of helpful suggestions that will be taken into account in implementation planning.

6.5 Cross-Party Member Input

6.5.1 A cross-party working group chaired by the Cabinet Member for Employment, Skills and Corporate Services has been established and will continue to be involved in the implementation planning and delivery process.

6.6 Designing Future Resident Participation Arrangements

6.6.1 A primary objective for the Council in this transfer is to strengthen governance, accountability and the resident voice within policy-making and service delivery. In order to enhance resident engagement processes and build capacity for co-designing the future arrangements for a stronger resident voice in housing service delivery, officers set up a Housing Sounding Board and an online Resident Housing Forum in support of the HfH insourcing consultation process. HfH have also established a Customer Core Group to guide their existing transformation and improvement programme.

6.6.2 Officers have begun to develop proposals for future resident participation arrangements, drawing on the recently updated HfH Engagement Strategy as well as discussions with the Housing Sounding Board, the Resident Scrutiny Panel, the Haringey Leaseholder Forum and a review of good practice arrangements in other local authorities. This aspect of strengthening accountability and resident voice is critical to the success of the insourcing and will require a further consultation process before bringing final proposed arrangements back to Cabinet for approval.

6.6.3 Principles to be followed in co-designing future engagement arrangements will need to include:

• a positive, inclusive, resident-centred culture
• firm foundations and strategic base for engagement
• ensure residents and staff are trained and well resourced
• a wide range of activities to involve residents
• accessibility to all communities, languages, individual needs
• overcome barriers to successful engagement – e.g. travel, childcare, IT
• effective ways to measure and report on outcomes
• thinking beyond housing to a wider role in improving communities
• engagement activity demonstrates responsiveness to residents' issues
• activities are focused on providing solutions to residents' issues

6.7 Implementation

6.7.1 If Cabinet approve the proposal to insource HfH, based on the rationales set out above and having considered the results of consultation, then a detailed implementation programme will be needed to effect a smooth transition, including servicing notice on HfH to terminate the Management Agreement, ensuring seamless business continuity for residents as well as reshaping service delivery to achieve the improvements needed and seize integration opportunities. Council officers, working collaboratively with HfH colleagues, have mapped out a set of implementation workstreams and a programme team is in place to manage the transition process. Broad areas of work include:

- overarching leadership and change management with a focus on welcoming, aligning and integrating HfH staff into the Council's organisational culture
- finalising the organisational structure for incoming HfH staff and services
- staff consultation and transfer under TUPE regulations
- where necessary, matching and selecting staff to new roles
- resolving any redundancy situations that may arise

- transferring budgets and financial processes
- formally dealing with legal issues through a termination agreement to end the existing management agreement between the Council and HfH
- contract novation where contracts held directly by HfH need to continue
- contract termination where contracts held by HfH are no longer needed
- arrangements for continuing with a residual HfH legal entity to fulfil ongoing management of property leases held directly by HfH and used to provide homeless accommodation
- continuation of management and maintenance services provided to the Haringey Community Benefit Society for homes used to provide move-on accommodation for homeless households
- ensuring communication with residents, Council and HfH staff, trade unions, contractors, partner organisations, and the wider community about the timing and practical details of the transfer

6.7.2 The above transition programme will require additional one-off resourcing, estimated at £1,115,000. This budget includes estimated costs of external consultancy, internal salary recharges and consultation and equipment costs. This expenditure will be spread over the 21/22 and 22/23 financial years, depending on the precise timing of the TUPE transfer which will reflect the extent of job role changes needed once the new organisational structure is finalised.

6.7.3 The implementation plan will include identifying, controlling and mitigating risks and implications arising during this proposed transition. Transferring over 700 staff delivering vital front line services entails risking loss of key managers, loss of organisational knowledge, distracting staff from service priorities resulting in deterioration in performance. In most cases such transfers will result in ongoing job roles. This is expected to be the case for most incoming HfH staff. However, there may be cases where job roles may not be required, which may lead to possible redundancies. Clarity over new structures, roles and responsibilities, and a robust implementation and transformation plan, are critical. The people aspects, providing a welcome, enabling cultural change, aligning and embedding into the Council's existing and evolving operational model need strong, visible leadership. Above all, effective communication with residents, staff, trade unions, partner organisations, contractors and the wider community will need to be prioritised.

7. Contribution to strategic outcomes

7.1 The Borough Plan sets out overarching priorities with Housing being Priority 1. The insourcing of HfH will help to deliver the our key commitment to build at least 3,000 new Council homes by 2032 by bringing housing services back under direct management of the Council and aligning housing management and maintenance services more closely with our direct delivery of new homes

7.2 Moreover, by integrating and joining up housing services with other Council service delivery, the proposed insourcing of HfH offers an opportunity to enhance the delivery of other Borough Plan priorities such as People (strong families, networks and communities), Place (healthy environment) and Economy (opportunities for all). Re-integrating housing services within the Council will

support Priority 5 Your Council, supporting transformation in the way the Council works.

7.3 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.

All of the above considerations have been factored into the resident consultation process and detailed service review work to ensure that the proposed transition is consistent with the Insourcing Policy.

7.4 Our workforce is instrumental in driving the ambitious changes sought from the Borough Plan that include the delivery of safe, secure and affordable homes for everyone, whatever their circumstances. The insourcing of HfH will support Haringey's Workforce Development Strategy by retaining the vast majority of existing HfH staff who have experience managing our housing stock and meeting the needs of our residents to deliver the housing outcomes we want to achieve in future.

8. Statutory Officers comments

8.1 Finance

8.1.1 This report seeks approval for the insourcing of Housing Services provided by Homes for Haringey (HfH). The transition costs is estimated at £1.115m.

8.1.2 This amount is projected to be spent over two financial years (2021/22 & 2022/23) and will be funded from the Housing Revenue Account (HRA).

8.1.3 It is estimated that £0.565m will be spent in 2021/22 and £0.550m in 2022/23. While there will be a virement within the HRA for the proposed spend in this year, the proposed spend in next year has been built into the 2022/23 proposed HRA budget, which is subject to Cabinet approval in February 2022.

8.1.4 There is potential for some savings to accrue to the HRA as a result of this insourcing of services. However, this cannot be reasonably quantified at this stage until the operating model of the proposed insourced services is established.

8.1.5 There is also potential for redundancy costs. If the recommendation is approved, and an operating model is established, Finance will be reporting the full financial implications to Cabinet subsequently.

8.2 Procurement

8.2.1 Strategic Procurement has been consulted in the recommendations and confirms there are no procurement implications relating to the decisions sought.

8.2.2 Strategic Procurement will provide the necessary support for procurement and contract novation related matters as part of any transition of services into the Council.

8.3 Legal

8.3.1 The Head of Law and Governance has been consulted in the drafting of this report, and makes the following comments.

8.3.2 S105 of the Housing Act 1985 requires the Council to make and maintain such arrangements as it considers appropriate to consult with its secure (and demoted) tenants who are "likely to be substantially affected by a matter of housing management"; similar statutory provisiosn apply for introductory tenants. A proposal to bring in-house ALMO functions clearly triggers that obligation to consult.

8.3.3 No consultation of leaseholders is statutorily required; however there is a clear legitimate expection that they will be consulted on such matters.

8.3.4 As to the form which consultation takes, the Head of Law and Governance advised in the report to Cabinet on 22 July 2021 that the consultation there envisaged was appropriate and sufficient.

8.3.5 As always, the Gunning/Mosely principles apply to the consultation to be carried out:

1) Consultation must be at a time when proposals are still at a formative stage;

2) Sufficient reasons must be given for any proposal to permit of intelligent consideration and response;

3) Adequate time must be given for consideration and response; and

4) The product of consultation must be conscientiously taken into account.

8.3.6 The remainder of the report sets out how the consultation complies with the first three principles; the fourth, together with consideration of the Equalities Impact Assessment attached, is for Cabinet at its meeting to consider this report.

8.3.7 Advice will be provided on the implications of TUPE for transferring staff.

8.3.8 Confirmation is given that it is permissible to end the Management Agreement between the two organisations in these circumstances pursuant to clause 22.5 which states as follows:

The Council can terminate this Agreement if it decides on economic or for any other reasons (in its absolute discretion), to bring part or all of the services back in house … In this situation, it shall give as much notice as is reasonably practicable.

8.3.9 Clause 36.1 of the Agreement stipulates how service of the notice is to be effected as follows:

Any notice or other communication under this Agreement shall be sufficiently served if served personally on the other Party or sent by prepaid first class post to the addresses given at the head of this Agreement or by electronic mail to the email addresses of the Council Representative of the HFH Representative or their deputy (as applicable) and, subject to proof to the contrary, shall be deemed to have been received on the second working day after the day of posting or on successful transmission, as the case may be.

8.3.10 The current Council Representative is the Director of **Housing, Regeneration & Planning.**

8.3.11 In light of the above, coupled with the outcome of the EQIA comments, there is no legal reason why Cabinet cannot adopt the Recommendations contained in this report.

8.4 Equality

8.4.1 Officers have carried out an Equalities Impact Assessment (EQIA), attached as Appendix C. In summary, the EQIA concludes that there will be an overall positive impact from the proposal to bring Homes for Haringey in-house, with a range of neutral or positive equalities impacts for residents and staff detailed in the attached appendix. The insourcing of housing services should result in no reduction in service quality or accessibility for residents. The closer integration and joining up of housing and other Council services offers opportunities to target and align services more directly to meet the specific needs of local communities and residents over-represented in terms of protected characteristics.

8.4.2 The EQIA considers the impact on staff as a result of the proposed transfer, which will be subject to full consultation under TUPE rules. Any risk of possible negative equalities impacts will be carefully managed and mitigated throughout the implementation process. The EQIA notes positive impacts for HfH staff in relation to female and LGBTQ staff.

9. Appendices

A: Consultation Results
B: HfH Board Submission
C: Equalities Impact Assessment

10. Local Government (Access to Information) Act 1985

10.1 Background documents

Updated guidance for councils considering the future of their ALMO housing management services MHCLG (2011)
Consultation Charter Haringey Council
Social housing white paper MHCLG (2020)

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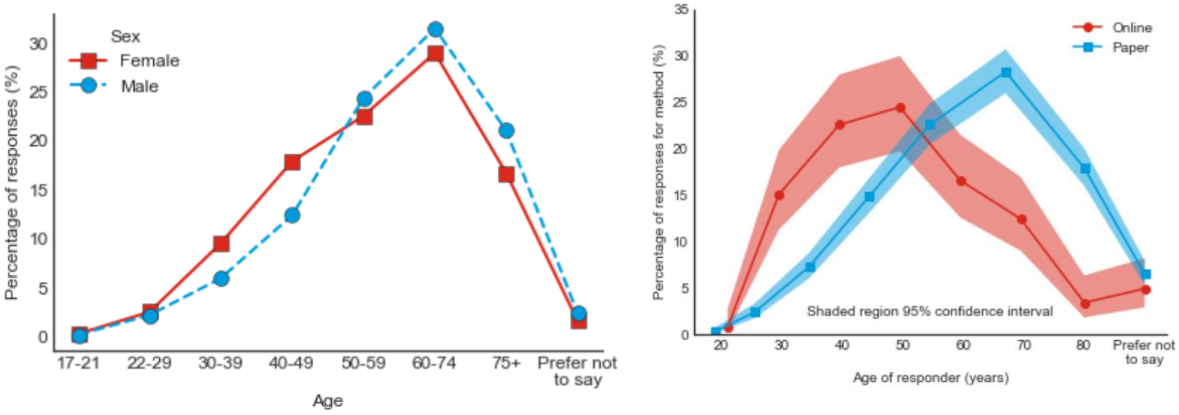
Appendix A: Consultation summary

23,801 postal surveys were sent out to tenants, leaseholders and residents in temporary accommodation for this consultation. A total of 1680 surveys were returned which is a 7% return rate. The 1680 responses included 266 online responses, over 1300 postal entries, as well as responses filled out at varies pop-up events and focus groups. 63% of respondents were secure council tenants, 18% were resident leaseholders, 6% were non-resident leaseholders, 4% non-secure council tenants, making up 91% of the total responses. This demonstrates the majority of views are from those most affected by the proposal to bring HfH services back into the Council.

The general response to the proposal was overwhelmingly positive with 80.9% of responses agreeing or strongly agreeing with the proposal. Only 5% of respondents disagreed or strongly disagreed with the proposal and 14.1% who were not sure.

The charts below show how the 1680 responses were split by different protected characteristics, as well as percentage of tenants, leaseholders, etc.

Age



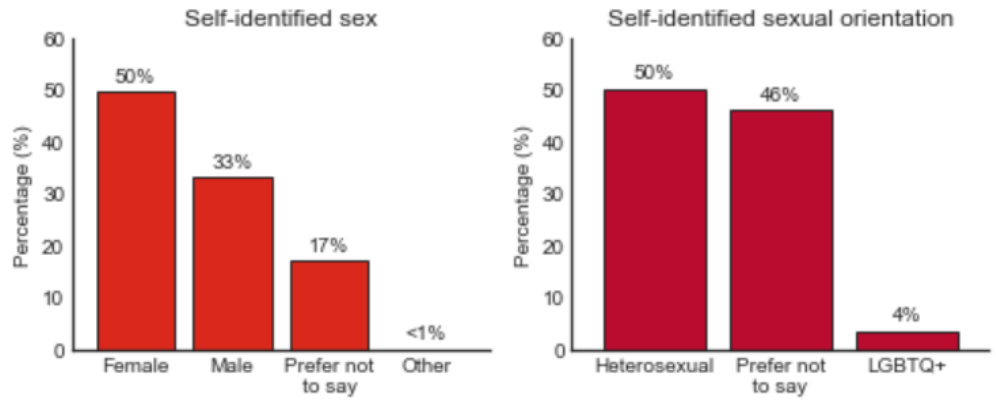
The graph on the left shows the ages of all responders and the graph on the right compares responses by age group and whether they were submitted online or on paper.

The highest response rate came from people aged 60-74, and most responders were over 40. This partly mirrors the age profile of tenants and leaseholders, due to the reduction in available Council homes in recent decades. Younger people were more likely to respond online in comparison to postal response, which is expected given the greater take up of digital technology by younger people.

However, analysis suggests the Black ethnic group had more difficulty accessing the online survey with Black people aged between 30 to 50 more likely to submit paper responses. This suggests there may be further issues for this group in accessing other Haringey Council online services.

Sex and Sexual orientation

Sexual orientation is only collected for paper entries

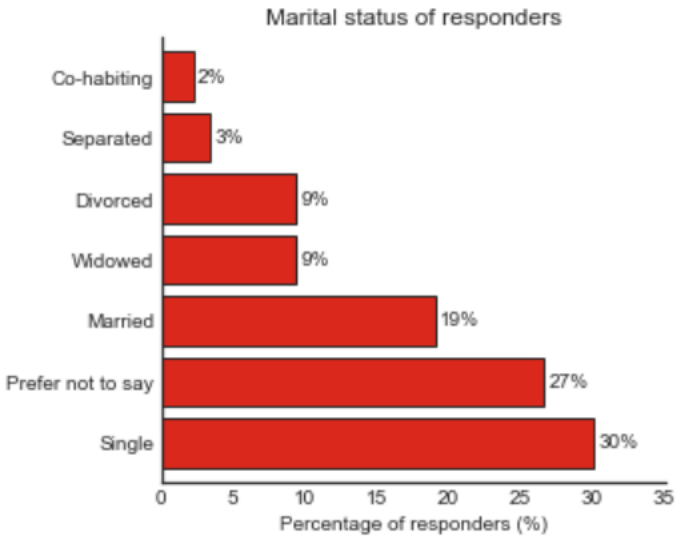


As seen on the bar chart, 50% of respondents identified as female, and 33% identified as male which is fairly representative of the tenant and leaseholder data, where 58% identified as female, and 38% identified as male.

50% of respondents identified as Heterosexual, 46% preferred not to say and only 4% identified as LGBTQ, with only 9 residents identifying as transgender. LGBTQ figures were also low on the tenant and leaseholder baseline data and unknown for the Borough population as a whole.

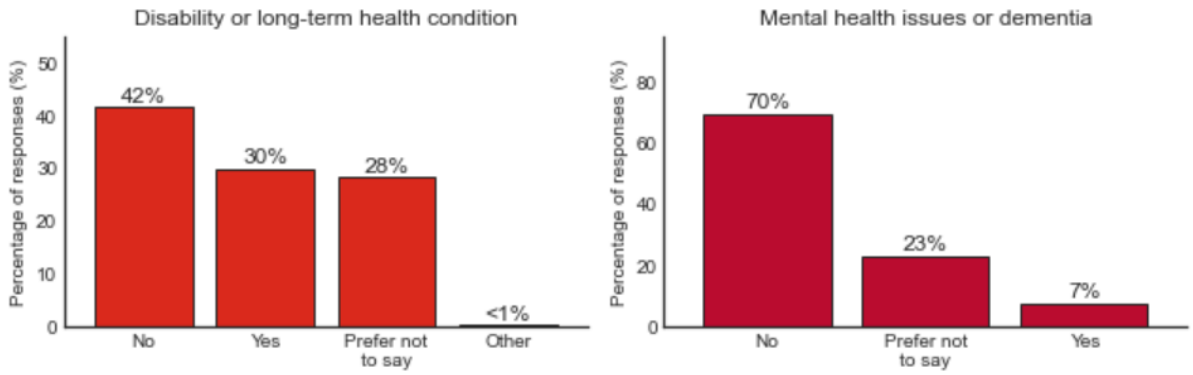
Marriage status

This is only collected for paper responses



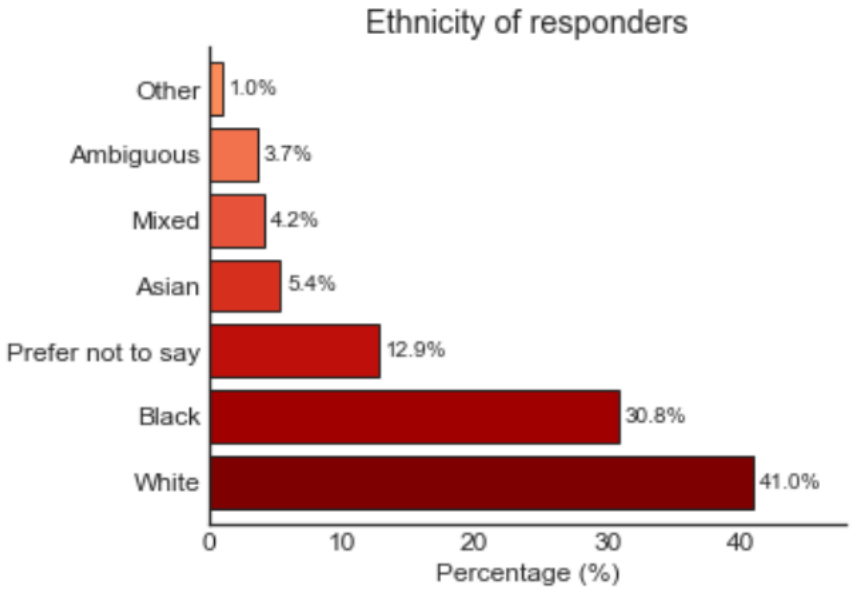
30% stated they were single, 19% stated they were married, and 27% preferred not to say.

Disability



30% responders had either a disability or a long term health condition and 7% had mental health issues or dementia. This is expected as people with disabilities are considered vulnerable and more likely to be offered a Council house under allocations policies. Tenant and leaseholder baseline data is representative of the above with 28% of residents identifying as having a disability and 26% considered vulnerable.

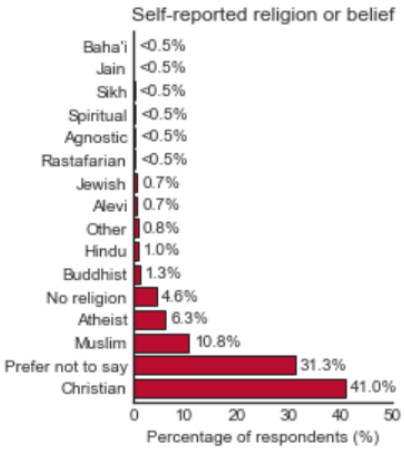
Ethnicity



The chart shows the responses by ethnicity. Grouping them into board categories, around 41% of people identified as white, 30% identified as Black, 5.4% identified as Asian, whilst 13% choose not to say or responses were ambiguous (e.g. “British”).

The consultation data is also somewhat representative of tenants and leaseholder baseline data which shows 49% of people identified as white, 27.7% identified as Black, 4% identified as Asian, with 28% choosing not to say.

Religion

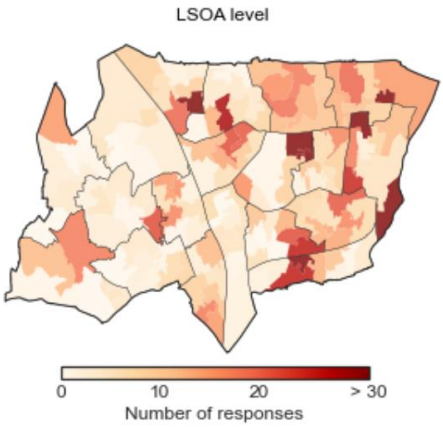


41% identified as Christian, 31% prefer not to say and 10% identified as Muslim. Baseline data for tenants and leaseholders is unreliable, with 77.5% religion unknown.

Languages

There were at least 55 different languages spoken among respondents. English was the highest and Turkish came second. 77 people requested a translated survey, of which 32% were Turkish.

Postcode

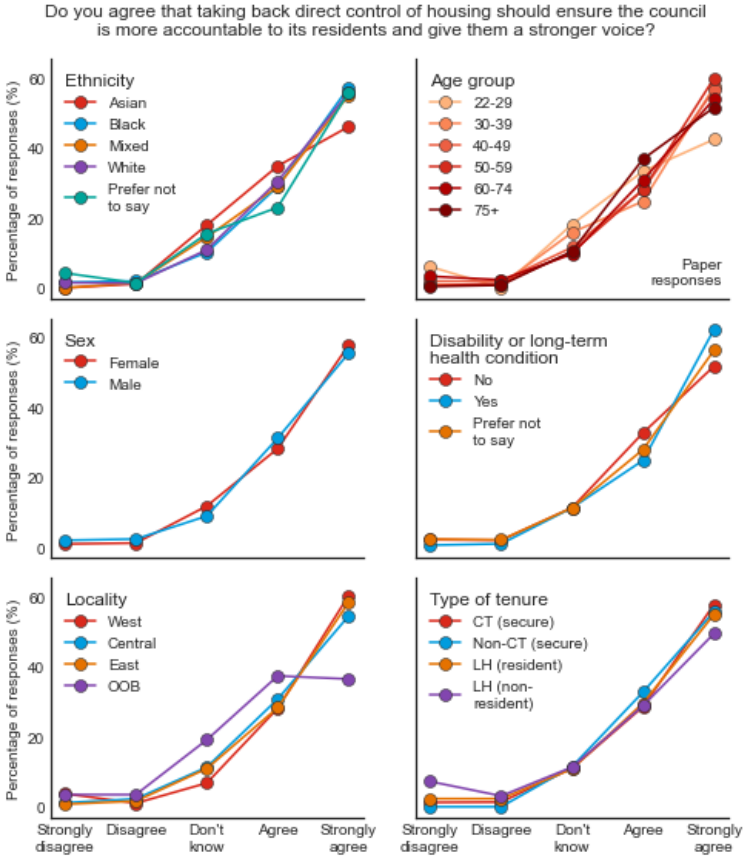


The most common postcode was 'N17' making up 39% of responses. Other common postcodes included N15, N22, N8 & N4. These areas broadly reflect the distribution of Council housing.

The overall response was overwhelmingly positive across all postcodes with no significant outliers.

This summary will now go into detail for each question.

Q1. Do you agree that taking back direct control of housing should ensure the council is more accountable to its residents and give them a stronger voice?



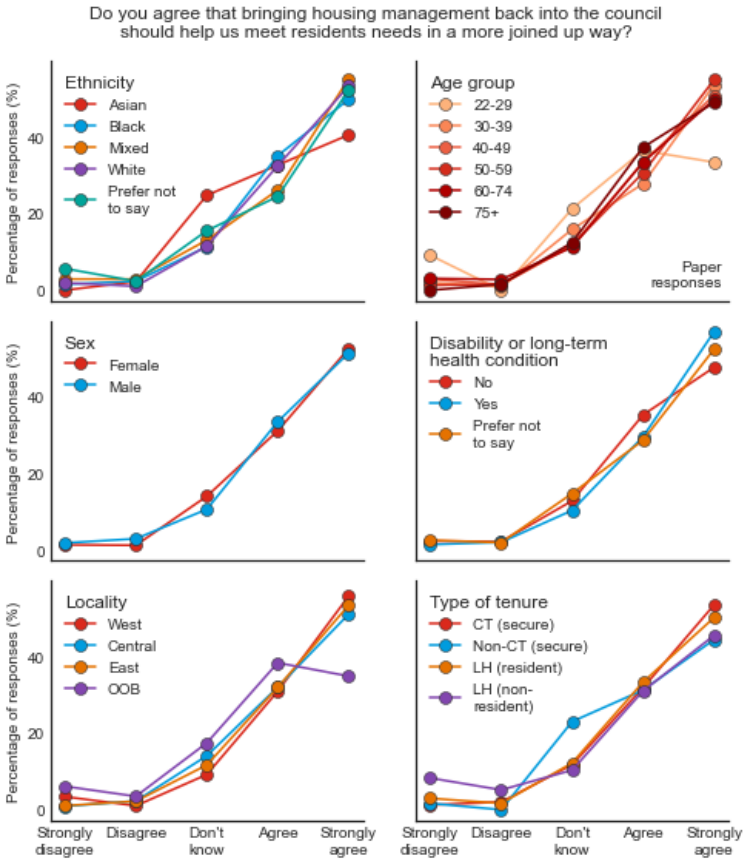
A total of 80% strongly agreed or agreed residents need more accountability and a stronger voice, regardless of different characteristics.

The most common point expressed by respondents was accountability, specifically being able to hold the Council accountable for all and any issues rather than blame being passed from the Council to Homes for Haringey, and vice versa. Several respondents also felt the Council 'did a better job' and if the Council were in control again, things would improve.

The 10% were not sure, e.g. stating they needed clarity on how Council control would be different to how Homes for Haringey are currently managing housing.

The small number who disagreed stated their satisfaction with Homes for Haringey and how it managed housing in addition to creating improvements.

Q2. Do you agree that bringing housing management back into the council should help us meet residents needs in a more joined up way?



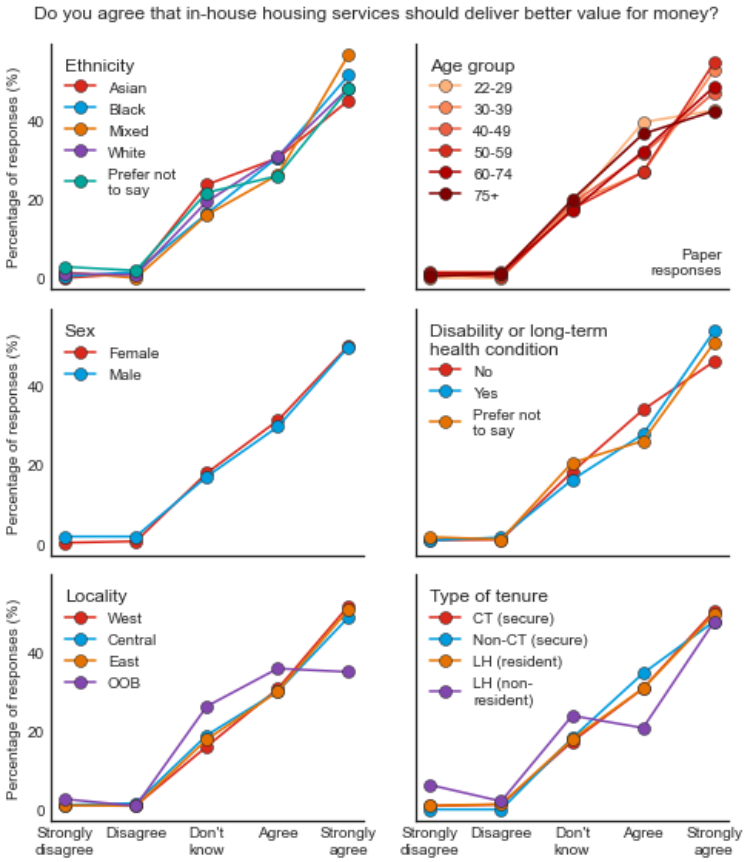
Over 80% of responses agreed with this question.

Younger people were more likely to strongly disagree, and people of Asian ethnic background were more unsure, but not significantly.

Numerous people commented about the lack of communication and dislike for automated telephone answering systems. Respondents felt if the Council was in control services would be better managed resulting in better services.

Overall, respondents wanted to see improvement in management and cohesion of services.

Q3. Do you agree that in-house housing services should deliver better value for money?



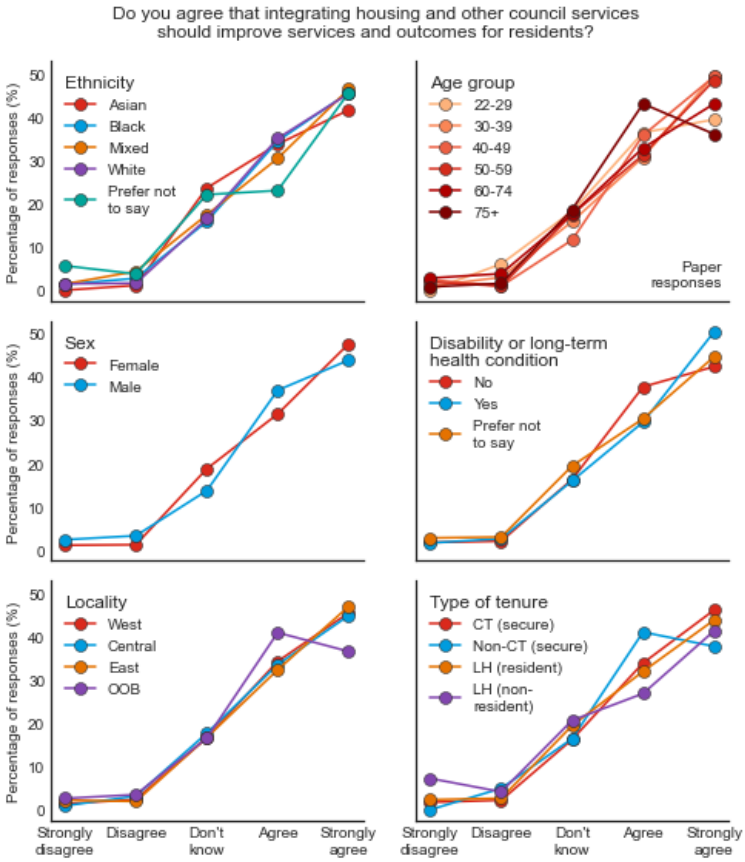
A high percentage of respondents agreed that in-housing would 'cut duplication' allowing for savings.

Tenants and leaseholders wanted the proposal to have a visible value for money aspect in their service charges i.e. having the charges reduced. Several comments suggested investing any saved money into the repairs service to ensure booking and completion of quality repairs in addition to verification of work done.

Leaseholders particularly expressed concerns of being charged unfairly in comparison to Council tenants when major work was required.

Regardless of whether they agreed or disagreed (except for a handful), almost every comment expressed a need for improvement.

Q4. Do you agree that integrating housing and other council services should improve services and outcomes for residents?

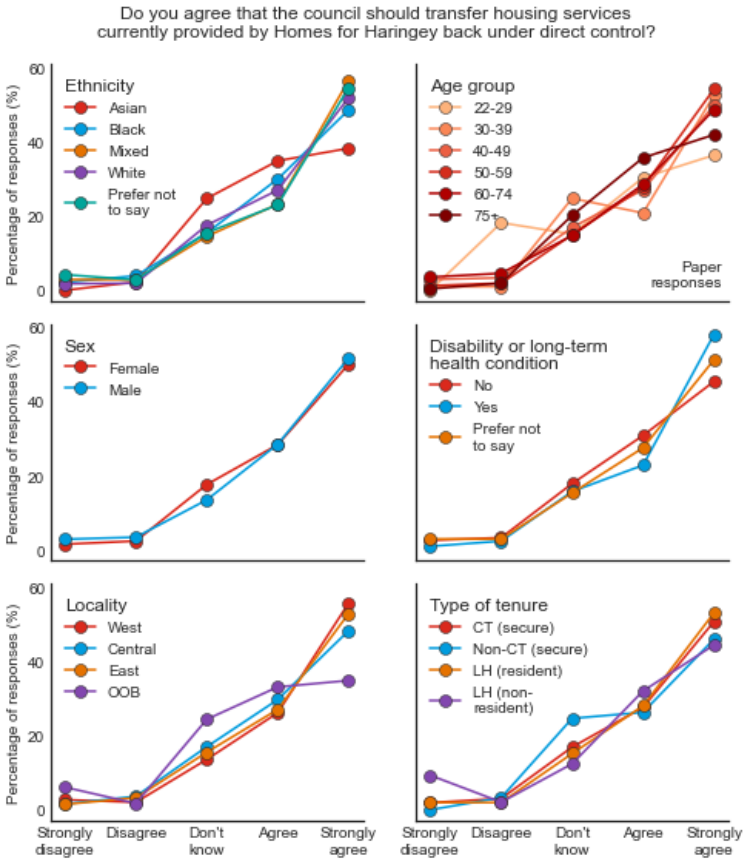


Once again, this question had a high agreement rate among respondents who strongly agreed or agreed.

Respondents were more likely to agree rather than strongly agree, except for sex where women were more likely 'don't know' and men more likely to agree.

Common comments suggested integration would hopefully open lines of communication between services, allowing issues to get sorted quicker. For example, joining up social care, anti-social behaviour, domestic abuse, and other services with housing so all residents' needs are met.

Q5. Do you agree that the council should transfer housing services currently provided by Homes for Haringey back under direct control?



Out of the total responses to this question 50% strongly agreed and a further 30% agreed with the proposal to 'transfer housing services currently provided by Homes for Haringey back under direct control'.

Younger people and non-resident leaseholders were more likely to disagree, but these percentages were not significant.

Many respondents explained they felt housing services were better previously (before the ALMO) when it was under Council control. Respondents believe under the Council they would receive 'better services' and 'customer service'.

Respondents who agreed or strongly agreed on this question also typically agreed or strongly agreed on questions 1 to 4. Respondents felt having everything under one roof, the communication and management would improve. Respondents were also very vocal about improving repairs services, handling complaints and experiences of negative staff interactions.

Many wanted improvement via someone to hold accountable and clarity on how the Council and Homes for Haringey work together was often repeated.

HfH Insourcing Resident Consultation - Focus Groups Direct Comments

The Council held focus groups with several interest groups of residents. The following is a summary of comments and issues raised by each group.

Tenants (General Needs)

18 people took part in 2 sessions.

Opposed to cost-cutting, concerned that housing services could get worse as a result.

The response to anti-social behaviour needs to improve, it is not joined up.

HfH staff are distant whereas residents live and breathe it.

There is a lack of ownership by HfH staff to achieve end-to-end resolution (for example, if someone is on leave or off sick). Customer service and communication is not good. Organisational culture and attitude of "this is not my area", passing the buck. Senior managers can be hard to get hold of.

Lack of communication, such as acknowledging complaints or requests and explaining what to expect, how to follow up. Need to treat people the right way, consider them on a human level. Look at complaints seriously. Complaint handling is not impartial enough, not enough cooperation with the Ombudsman.

Ongoing repair issues (reference to Stella House water leaks); repairs not reported when done; inefficiencies (example of 3 electricians attending to complete one repair).

Need to share with residents the success criteria, basic business information (e.g. maintenance schedules and planned work), be more open with data and information.

Get professional help to inform and involve residents in decision-making. HfH Board works well, why not have a resident board in the future?

The resident engagement team are very important. Focus groups and forums are needed so residents can voice things together. Engagement processes need teeth. People involved should be experienced, possibly vetted, motivated not by personal gain but to help others.

More accountability is needed. Need to keep promises.

Feelings of frustration, anger, experience of an ordeal to get things done, sense of disgrace.

Eviction notices served too quickly.

Staff should be trained how to communicate professionally, treat people as humans, all equal, with dignity and respect, how to respond to difficult customers, with empathy, willing to admit mistakes, say sorry, rectify it. Applies to contractors too.

Need to review processes and improve on them.

Tenants (Supported Housing)

23 people took part in 4 sessions.

Many people commented on the caring attitude of support staff, the sense of community, how moving into supported housing improved their quality of life compared with their previous home, how happy they were in their homes, how activities provided bring people together.

Some had experienced repair issues, several were concerned about the lack of a gardening service for disabled residents, others with window cleaning, some said accountability was bad, complaints were not taken seriously.

Would prefer live-in scheme managers, can be difficult to contact. Some wanted an alarm pendant and were waiting for this to be provided.

Concern about non-residents getting access to the scheme out of hours and anti-social behaviour.

Tenants (Temporary Accommodation)

8 people took part.

Most participants said they received a good service and HfH staff are helpful.

There were some management issues with one scheme: residents had experienced 2 weeks without hot water or central heating. There is not enough space for children to play in this temporary accommodation. In schemes with shared kitchens and bathrooms, parents find it hard to supervise children safely whilst cooking. There are also restrictions on cooking (only allowed until 10pm). Sometimes smoke alarms are triggered by cooking which then affects all the residents in the scheme.

Some residents face a long journey from their accommodation to take children to school (3 bus rides in one case).

Larger families tend to have a much longer wait for an offer of permanent accommodation.

One resident reported a lack of empathy and understanding for herself and her child with disabilities. This resident didn't feel heard and felt they had no voice.

Leaseholders

11 people took part in 2 sessions.

One view that HfH are responsive, feed back well and it is easy to escalate issues.

Others said they were not satisfied with the response time to queries and complaints, often escalated to the Council or Ombudsman. Hope to see customer services improve. Don't feel respected, no sense of urgency, feel pushed to the back of the queue. Agree with getting rid of a layer of management (between HfH and the Council), but sceptical about Council responsiveness.

Suggest need to change staff culture and behaviour to improve ways of working, so concerned if the same staff and same management after the transfer. Changes need to be led from the top. Suggest performance indicators to track progress with improvements, systems and tools, audit trail, accountability, e.g. logging and tracking repairs. Want to see staff training, service standards.

Leaseholders keep the property maintained inside but are let down by HfH on the externals. Want more transparency over service charge bills.

Prefer remote online access for engagement meetings, makes it easier for people to attend, but need to know what is going on. One Northumberland Park resident appreciated joining a regeneration team coach trip to view social housing being built elsewhere.

Residents Scrutiny Panel

7 people took part.

Positive comments about income collection and financial support services, following up to prevent rent arrears, for example if housing benefit has been suspended.

One view that repairs services have listened to feedback and improved. Other comments about repairs needing repeat visits (e.g. leaking roof), wasting money (e.g. scaffolding left up too long).

Communication issues with HfH and the Council, including not responding to emails, not setting out-of-office automatic replies when away, so not managing expectations well. Concerns about staff not valuing residents, lack of respect, attitude "you live here for free". Suggest training for staff.

Issues in supported housing – not seeing scheme manager since lockdown, pendants not issued, risk of falls, people dumping rubbish.

Improvements needed to address anti-social behaviour, health and safety, repairs.

Deep rooted organisational problems, departments don't coordinate with each other, suggest take apart and rebuild. Good policies and procedures, lost in translation, staff don't follow them, lack of management control and checking. Managers need to be more accountable, working from home has made services more disjointed.

Resident engagement can be too time-consuming, suggest using text messages / polls to save time. Need feedback "you said, we did".

View that staff who don't live locally don't care about residents and local issues. Residents who live on estates have knowledge of the issues, but often not involved in solutions, not early enough.

Want to see ongoing resident scrutiny of housing services.

Suggest more visibility of housing managers out on estates, train repairs staff to spot wider issues (e.g. people overcrowded, not coping, anti-social behaviour), so help can be offered.

Keen to see joining up of housing and youth services, social care, apprenticeships or young people.

Concern about losing good managers and skills as a result of the proposed transfer.

HfH Board Members

7 people took part.

Value the accountability of the HfH Board. Resident Board members and committee members offer a means of involvement in decision-making, getting their voices heard, raising complaints. The Resident Scrutiny Panel has worked well.

The homeless prevention service is considered the best in London and has worked well with the repairs service, for example in addressing domestic abuse. Proud of Hearthstone and Project 2020.

The organisation has demonstrated a willingness to change and has clear priorities, for example tackling building safety compliance, which needs to continue.

Improvement is needed in the customer call centre, services deteriorated when call handling moved into the Council, suggest having a dedicated call centre for housing, repairs and anti-social behaviour.

Concerned about losing focus on housing if the transfer goes ahead.

Communication needs to improve for people in temporary accommodation moving on.

Improvements are needed in addressing the repairs backlog, safety, fire risk assessments, major capital works programme delivery.

Suggest a personalised casework approach (e.g. move on from temporary accommodation) including target times for contact and review.

Risk of dilution of housing functions and expertise being lost if services are integrated within other council functions (as happened with the customer contact centre). So the organisational structure is critical, the ability to deliver against complex and changing regulatory environment means the structure should minimise risk of dilution of in-depth knowledge or losing experienced staff. These risks impact on residents' experiences.

There are financial risks in the scale of management arrangements and a concern of losing focus on risk without the HfH audit and risk committee, losing resident input via HfH Board and Scrutiny.

Suggest continuing with the Resident Scrutiny Panel and replicate a role for residents in future akin to residents on the risk and audit committee and the Board. Otherwise risk losing resident voice and focus in housing services.

View that HfH services and staff do respect residents. Need to acknowledge things HfH can't easily solve (e.g. overcrowding, time spent in temporary accommodation).

Concerned for housing to remain a priority, not be subsumed into other things; the advantage of an ALMO is dedicated attention to housing services.

Want to see better communication, more social and affordable housing built, increased level of Decent Homes standard, better major capital works programme, more social utility schemes (such as Food Box and Project 2020), prioritise governance, a personalised approach, proactive, responsive, customer-focused services reflecting the needs of residents, properly resourced and prioritised, improved call centre responses, more resources for improvements. Safe and permanent homes, affordable to heat.

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Response Of The Board Of Homes For Haringey To The Proposal To Bring Homes For Haringey Services Under Direct Control Of The Council

Introduction

Homes for Haringey (HfH) Board discussed its view on the proposal to transfer housing services back to Haringey Council at a strategy day on 12 June 2021. It has subsequently participated in a Council-run focus group on the issue and held separate discussions inside and outside formal meetings. This response is based on these deliberations.

The Board believes strongly that the Council is entitled to review the model for housing delivery at any time. Our role is to support the Council to achieve the best possible outcomes through whatever model the Council chooses.

The Board has been responsible for running these services for over 15 years and is currently overseeing a comprehensive programme of improvements. We believe we have an important contribution to make to this process.

Recommendations of the Board of Homes for Haringey

The success of a transfer will depend on a clear plan for the structure, governance and delivery model for housing services.

The Council put forward four reasons for the proposal: clear accountability, value for money, joined-up services and service improvement. In order to achieve these aims we recommend that the Council satisfies itself that its proposed model:

1. Retains or improves clear **accountability to residents** by ensuring they have at least as much influence as now over strategy, design of services and scrutiny.
2. **Maintains the value for money achievements** of HfH in overall expenditure, homelessness, domestic abuse services and social value.
3. Ensures the essential improvements in **joined-up housing services** are supported and enhanced.
4. Ensures the recently recruited leadership team and our **valued staff are retained** so that services continue to improve.

Clear Accountability

The Council states that it is the legal landlord for council homes, and as it takes this role seriously it wants to take direct control of landlord services. That is a reasonable decision for the Council to take, subject to the need to consult residents.

In recent years, HfH's Board and Audit and Risk Committee have identified risks to resident safety and vulnerable people, and issues of value for money and probity. They have overseen the response to these issues towards a successful resolution. The Council will need to ensure that its new governance model provides the same rigorous level of accountability.

It is also essential to maintain accountability to residents themselves. Under the current model residents are involved in shaping strategy, designing service delivery and scrutinising performance. They do this through their role on the Board (the Chair of the Audit and Risk Committee is a

resident), the Resident Scrutiny Panel (whose recommendations are monitored rigorously at Board-level) and the frequently refreshed resident engagement strategy.

Resident voice in housing management is a huge challenge nationally. Following the fire at Grenfell, changes in regulation reinforce the need to enhance and improve resident engagement at decision-making level. The Board believes that the Council must commit to consolidating and strengthening this aspect of accountability. The Council should set out (at least in high-level detail) how it proposes to do so before making the final decision on the future of housing services. Otherwise, there is a very real chance that the transfer of services will lead to a reduction of accountability to the residents themselves.

Value for Money

Value for money (VFM) is a high priority for the Board. It has ensured that VFM is key feature of the transformation programme that commenced in 2020. In recent years it has absorbed unbudgeted pressures and delivered efficiency savings. For example, in the financial year 2020/2021 the company budget made an efficiency saving of £871,000 and absorbed unbudgeted costs of over £880,000. This is the equivalent of 4.5% of the Housing Revenue Account management fee paid by the Council, despite the unique pressures of that year.

Our homelessness and domestic abuse services deliver prevention outcomes that are known to be among the very best in the country. This leads to very significant General Fund savings and better outcomes for residents. We have achieved this by integrating homelessness services with other housing functions. For example, our repairs operatives make a significant contribution to the excellent domestic abuse outcomes that were acknowledged by the Domestic Abuse Housing Alliance (DAHA) when it accredited our services in 2020. Our repairs and income recovery services support the temporary accommodation functions.

Social value is a high priority for the Board, and we want HfH's achievements to be maintained as a key part of our legacy. This includes the amazing partnership work on employment and training led by Project 2020, the commitment to apprenticeships in craft and office jobs, and our initiative in employing apprentices with learning disabilities and autism.

It is essential that the model for delivering housing services retains the integration of homelessness and other housing functions and builds on HfH's strong record on social value.

Joined-up Services

The aim of providing joined-up services is fully supported by the Board. HfH has a strong record of collaboration with the community, voluntary and statutory sectors, for example in homelessness services, fire safety, employment, crime prevention and debt management. We will use our experience to support the Council to improve integration with other public services. This must not, however, be at the expense of joined-up housing services.

The risk of diluting the housing function in the wider council in a complex and changing environment is very considerable. The new model will need to allow for strong professional leadership and integrated working practices across housing management, property services and housing demand.

Following the tragic death of one of our residents, the Board received an independent report in 2020 that exposed weaknesses in our joined-up approach to property and tenancy management. Although the report and subsequent inquest did not find HfH responsible, the tragic event contributed to the Board's decision to launch a transformation programme that aims to join up

housing services around residents, improve the culture and processes to support closer collaboration, and hold the services to account against these principles.

The achievements of the corporate approach to preventing homelessness and improving temporary accommodation referred to above also highlight the importance of joined-up housing services.

Service Improvements

HfH's transformation activity over the last 12 months has led to reorganisation and strengthened leadership in every part of the organisation, and significant IT developments. These have often been at the cost of short-term disruption as we deal with the legacy of under-performance and practices that lead to low customer satisfaction. A new model for service delivery must maintain the momentum created under HfH and consolidate the progress made.

For example, following an independent review in 2020, we have created almost an entirely new leadership team in Property Services. High-calibre leaders have already brought a long legacy of poor property compliance to an end. They are now modernizing the repairs service, improving the delivery of major works and strengthening our capacity to improve Broadwater Farm. We have recruited people at a significant level of expertise because we believe HfH residents should benefit from the best leaders in the market. There are similar examples in all other parts of HfH.

ALMO mergers demonstrate a significant risk that senior leaders and other key staff will leave if they are uncertain of a secure and valued position in a new model. The Council must mitigate this risk by ensuring no loss of status, authority, autonomy or capacity to deliver. The depth of expertise and focus on housing outcomes that is now possible must be preserved.

If not, there is a significant risk that the gains in property compliance, building safety, estate services and tenancy management will be lost, and services will decline rather than improve.

Conclusion and recommendations

The strengths of the ALMO model have been evident in the activity of the Board in recent years, and the Board is grateful for the opportunity to play a role in improving Haringey's housing services. There are, however, many examples of services transferring back to the parent council and thriving. If the Council proceeds with its proposal, we will do our best to assist a successful transfer that leads to improvements. We believe our recommendations, based on real experience, will help the Council to make the improvements it is so clearly committed to achieving.

Madeleine Forster – Chair

Sean McLaughlin- Managing Director

On behalf of the Board of Homes for Haringey

15 October 2021

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EQUALITY IMPACT ASSESSMENT

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

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

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

Stage 1 – Screening

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

Stage 2 – Full Equality Impact Assessment

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

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

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

1. Responsibility for the Equality Impact Assessment	
Name of proposal	Decision on the Council's proposal to bring Homes for Haringey in-house
Service area	Housing
Officer completing assessment	Zainab Mohamed
Equalities/ HR Advisor	Jean Taylor / Tricia Palmer
Cabinet meeting date (if applicable)	7th December 2021
Director/Assistant Director	Robbie Erbmann

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 proposal being assessed regards the insourcing of Homes for Haringey (HfH) services under the direct control of Haringey Council. The decision is being made at December Cabinet.

The insource programme will result in closer alignment of our housing management and maintenance services with our direct delivery of new homes. This reflects how many wider Council services are already being integrated to provide more clarity and simplicity for residents to resolve their issues quickly and easily.

We also want to join up housing and other front-line Council services to meet resident needs in a better way. Changes in Government regulation of building safety and social housing are placing new emphasis on holding councils accountable as landlords and giving residents a stronger voice in shaping future services. By bringing housing services back now, the council can join up services more closely to improve the experience and life chances of residents. Integration also offers better value for money, enabling more investment in front line services and on estates.

Following the Cabinet decision in December, a detailed implementation programme will be needed to affect a smooth transition, including servicing notice on HfH to terminate the Management Agreement, ensuring seamless business continuity for residents as well as reshaping service delivery to achieve the improvements needed and capture all integration opportunities effectively.

HfH's tenants, leaseholders and residents in temporary accommodation are noted as key stakeholders affected by the proposal. Haringey issued 23,801 postal surveys to tenants, leaseholders, and residents in temporary accommodation for this consultation. A total of 1680 surveys were returned resulting in a 7% return rate. The 1680 responses included 266 online responses, over 1300 postal entries, as well as responses filled out at varies pop-up events and focus groups.

The decision to insource Homes for Haringey will also affect approximately 700 HfH staff who will be eligible for TUPE transfer to direct employment by the Council. All incoming staff will be embedded within existing Council Directorates that have strong management teams in place to support the transition process.

The operational implementation plan post-Cabinet decision will also include identifying, controlling, and mitigating staff risks and TUPE implications arising during this proposed transition. Transferring over 700 staff delivering vital front-line services does inherently create a potential risk to loss of some staff and organisational expertise.

Clarity over new structures, roles and responsibilities, and a robust implementation and transformation plan, are critical to maintain staff confidence in the process.

Effective communication with staff and trade unions throughout the transition will be prioritised and the Council will apply its own rigorous equalities and management standards to ensure a smooth transfer and ongoing service performance. We will monitor issues of concern that may arise closely.

Staff workshops and 'Let's Talk' sessions have been held by senior management to cascade information and reassurance regarding the insourcing and its impact on staff. Further communications are planned to encourage the wider Council workforce to identify HfH colleagues as part of our 'One Council' vison and to treat them accordingly.

On completion of the insource programme, both service and equality impacts will be largely positive. The proposal aims to bring robust governance, value for money, and service improvements to deliver better outcomes for both residents and HfH staff.

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.

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<tr><th>Protected group</th><th>Service users</th><th>Staff</th></tr>
<tr><td>Sex</td><td>Resident and leaseholder data from HfH:

<table>
<tr><th>SEX</th><th>No.</th><th>%</th></tr>
<tr><td>Female</td><td>11085</td><td>58.3%</td></tr>
<tr><td>Male</td><td>7395</td><td>38.9%</td></tr>
<tr><td>Prefer not to say</td><td>546</td><td>2.9%</td></tr>
<tr><td>Unknown</td><td>0</td><td>0.0%</td></tr>
<tr><td>TOTAL</td><td>19026</td><td>100.0%</td></tr>
</table>

Borough profile:</td><td>HR Data from HfH:

<table>
<tr><th>SEX</th><th>No.</th><th>%</th></tr>
<tr><td>Female</td><td>278</td><td>36.8%</td></tr>
<tr><td>Male</td><td>478</td><td>63.2%</td></tr>
<tr><td>Grand Total</td><td>756</td><td>100.0%</td></tr>
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<table>
<tr><th>Sex</th><th>No.</th><th>%</th></tr>
<tr><td>Female</td><td>128702</td><td>50%</td></tr>
<tr><td>Male</td><td>126224</td><td>50%</td></tr>
<tr><td>Total</td><td>254926</td><td>100%</td></tr>
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<tr>
<td>Age</td>
<td>Resident and leaseholder data from HfH:

<table>
<tr><th>Age</th><th>No.</th><th>%</th></tr>
<tr><td>0-15</td><td>19</td><td>0.1%</td></tr>
<tr><td>16-24</td><td>167</td><td>0.9%</td></tr>
<tr><td>25-34</td><td>1017</td><td>5.3%</td></tr>
<tr><td>35-44</td><td>2109</td><td>11.1%</td></tr>
<tr><td>45-54</td><td>3579</td><td>18.8%</td></tr>
<tr><td>55-64</td><td>4249</td><td>22.3%</td></tr>
<tr><td>65-74</td><td>2289</td><td>12.0%</td></tr>
<tr><td>75-84</td><td>1378</td><td>7.2%</td></tr>
<tr><td>85+</td><td>603</td><td>3.2%</td></tr>
<tr><td>Unknown</td><td>3616</td><td>19.0%</td></tr>
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Borough profile:

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<tr><td>05-Sep</td><td>15775</td><td>6.2%</td></tr>
<tr><td>Oct-14</td><td>15234</td><td>6.0%</td></tr>
<tr><td>15-19</td><td>14253</td><td>5.6%</td></tr>
<tr><td>20-24</td><td>18835</td><td>7.4%</td></tr>
<tr><td>25-29</td><td>28062</td><td>11.0%</td></tr>
<tr><td>30-34</td><td>28539</td><td>11.2%</td></tr>
<tr><td>35-39</td><td>22684</td><td>8.9%</td></tr>
<tr><td>40-44</td><td>20135</td><td>7.9%</td></tr>
<tr><td>45-49</td><td>17656</td><td>6.9%</td></tr>
<tr><td>50-54</td><td>13416</td><td>5.3%</td></tr>
<tr><td>55-59</td><td>10613</td><td>4.2%</td></tr>
<tr><td>60-64</td><td>9243</td><td>3.6%</td></tr>
<tr><td>65-69</td><td>6680</td><td>2.6%</td></tr>
<tr><td>70-74</td><td>5895</td><td>2.3%</td></tr>
<tr><td>75-79</td><td>4506</td><td>1.8%</td></tr>
<tr><td>80-84</td><td>2867</td><td>1.1%</td></tr>
<tr><td>85-89</td><td>1576</td><td>0.6%</td></tr>
<tr><td>90-94</td><td>649</td><td>0.3%</td></tr>
<tr><td>95+</td><td>196</td><td>0.1%</td></tr>
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<tr><td>20-29</td><td>59</td><td>7.8%</td></tr>
<tr><td>30-39</td><td>126</td><td>16.7%</td></tr>
<tr><td>40-49</td><td>186</td><td>24.6%</td></tr>
<tr><td>50-59</td><td>278</td><td>36.8%</td></tr>
<tr><td>60-69</td><td>101</td><td>13.4%</td></tr>
<tr><td>70-79</td><td>6</td><td>0.8%</td></tr>
<tr><td>Total</td><td>756</td><td>100.0%</td></tr>
</table>
</td>
</tr>
</table>

	Total | **254926** | **100.0%**	
Disability	Resident and leaseholder data from HfH: **DISABILITY** | **No.** | **%** Yes | 5229 | 27.5% None recorded | 13797 | 72.5% **TOTAL** | **19026** | **100.0%**	HR Data from HfH: **Disability Status** | **No.** | **%** Disabled | 55 | 7.3% Not Disabled | 580 | 76.7% Not Declared | 121 | 16.0% **Total** | **756** | **100.0%**
Race & Ethnicity	Resident and leaseholder data from HfH: **ETHNICITY** | **No.** | **%** Any Other Ethnic Group | 1081 | 5.7% Bangladeshi/UK Bangladeshi | 169 | 0.9% Black African | 2534 | 13.3% Black British | 515 | 2.7% Black Caribbean | 2231 | 11.7% Black Caribbean and White | 173 | 0.9% British Asian | 50 | 0.3% Chinese | 74 | 0.4% East African Asian | 35 | 0.2% Gypsy | 2 | 0.0% Indian or UK Indian | 87 | 0.5% Irish Traveller | 5 | 0.0% Mixed Asian and White | 33 | 0.2% Mixed Black | 25 | 0.1% Mixed Black African/White | 76 | 0.4% Mixed Other | 89 | 0.5% Other Asian | 312 | 1.6% Other Black | 91 | 0.5% Other Ethnic Group Arab | 8 | 0.0% Other White | 243 | 1.3% Other White European | 539 | 2.8%	HR Data from HfH: **Ethnicity** | **No.** | **%** White British | 216 | 28.6% White European | 66 | 8.7% White Other | 19 | 2.5% Black British | 36 | 4.8% Black African | 124 | 16.4% Black Caribbean | 167 | 22.1% Black Other | 3 | 0.4% Asian British | 3 | 0.4% Asian - Indian | 16 | 2.1% Asian - Pakistani | 6 | 0.8% Asian - Bangladeshi | 9 | 1.2% Asian - Chinese | 3 | 0.4% Asian - Other | 9 | 1.2% Mixed - White & Asian | 8 | 1.1% Mixed - White & Black African | 10 | 1.3% Mixed - White & Black Caribbean | 9 | 1.2% Mixed - Other | 4 | 0.5% Other | 10 | 1.3% Not Declared | 38 | 5.0% **Grand Total** | **756** | **100.0%**

Pakistani / UK Pakistani	55	0.3%
Traveller	1	0.0%
Unknown	5410	28.4%
White British	2857	15.0%
White Greek Cypriot	211	1.1%
White Irish	441	2.3%
White Kurdish	525	2.8%
White Turkish	761	4.0%
White Turkish Cypriot	393	2.1%
TOTAL	**19026**	**100.0%**

Sexual Orientation

Resident and leaseholder data from HfH

SEXUALITY	No.	%
Bisexual	1	0.01%
Heterosexual	5	0.03%
Unknown	19020	100.0%
TOTAL	**19026**	**100.0%**

HR Data from HfH

Sexual Orientation	No.	%
Bi-Sexual	4	0.5%
Gay Man	6	0.8%
Gay Woman/Lesbian	3	0.4%
Heterosexual/Straight	500	66.1%
Other	1	0.1%
Prefer not to say	242	32.0%
Total	**756**	**100.0%**

Religion or Belief (or No Belief)

Resident and leaseholder data from HfH

RELIGION/ FAITH	No.	%
Buddhist	66	0.3%
Christian	2100	11.0%
Greek Orthodox	2	0.0%
Hindu	28	0.1%
Jehovah Witness	1	0.0%
Jewish	13	0.1%
Muslim	1185	6.2%
No Religion	507	2.7%
No Response	19	0.1%
Other	71	0.4%
Prefer not to say	239	1.3%
Protestant	1	0.0%
Rastafarian	23	0.1%

HR Data from HfH

Religion	No.	%
Buddhist	1	0.1%
Christian	312	41.3%
Other	3	0.4%
Hindu	7	0.9%
Jewish	2	0.3%
Muslim	42	5.6%
No Religion	130	17.2%
Prefer not to say	258	34.1%
Sikh	1	0.1%
Total	**756**	**100.0%**

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<tr>
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<table>
<tr><td>Roman Catholic</td><td>18</td><td>0.1%</td></tr>
<tr><td>Sikh</td><td>9</td><td>0.0%</td></tr>
<tr><td>Taoist</td><td>1</td><td>0.0%</td></tr>
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Borough profile

<table>
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<tr><td>Hindu</td><td>4539</td><td>2%</td></tr>
<tr><td>Jewish</td><td>7643</td><td>3%</td></tr>
<tr><td>Muslim</td><td>36130</td><td>14%</td></tr>
<tr><td>None/none stated</td><td>87015</td><td>34%</td></tr>
<tr><td>Other</td><td>4132</td><td>2%</td></tr>
<tr><td>Sikh</td><td>808</td><td>0%</td></tr>
<tr><td>TOTAL</td><td>254926</td><td>100%</td></tr>
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</td>
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<tr>
<td>Pregnancy & Maternity</td>
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<tr>
<td>Marriage and Civil Partnership</td>
<td>Resident and leaseholder data from HfH

<table>
<tr><th>MARITAL STATUS</th><th>No.</th><th>%</th></tr>
<tr><td>Civil Partner</td><td>35</td><td>0.2%</td></tr>
<tr><td>Divorced</td><td>347</td><td>1.8%</td></tr>
<tr><td>Living with partner</td><td>46</td><td>0.2%</td></tr>
<tr><td>Married</td><td>3399</td><td>17.9%</td></tr>
<tr><td>Separated</td><td>67</td><td>0.4%</td></tr>
<tr><td>Single</td><td>7000</td><td>36.8%</td></tr>
<tr><td>Widowed</td><td>112</td><td>0.6%</td></tr>
<tr><td>Unknown</td><td>8020</td><td>42.2%</td></tr>
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</table>
</td>
<td>No data available</td>
</tr>
<tr>
<td colspan="3">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.</td>
</tr>
</table>

HFH Staff

The EQIA considers the impact on staff as a result of the proposed transfer.

Employee rights under the transfer are legally protected by the Transfer of Undertakings (Protection of Employment) ("TUPE") rules. For most frontline staff this should not mean any change in job roles or line management arrangements. For senior managers and back-office staff, there may be changes in some job roles and some line management changes. We will be formally consulting, in accordance with TUPE regulations, on the detail before the transfer goes ahead.

With regard to age, disability, or ethnicity HfH's and the council staff profile are similar, so there are no negative impacts identified. The Council has existing and robust HR policies that protect employees from discrimination on the basis of their gender, age, disability, or ethnicity.

Sexuality figures collected by HR among staff in HfH presented relatively low figures for LGBTQ, with staff many preferring not to disclose their sexuality. There is a more significant percentage of LGBTQ staff declaring their sexuality within the Council. HfH staff will continue to have access to the Council's LGBTQ+ network.

Resident and Leaseholders

The insourcing of housing services should result in no reduction in service quality or accessibility for residents. One of the primary drivers behind the transfer is to better align housing services more closely with other council services such as the teams leading on regeneration, economic development, employment, and training, financial inclusion. More coordinated management of these services will ultimately benefit residents by improving the services we deliver.

The objectives of the insource reflect the Council's core role in relation to housing supply, housing need and demand and managing and influencing quality.

While the Council has a broad role as the strategic housing authority, through this insource we are committing to a greater focus on our role in increasing housing supply for residents, appropriately managing housing demand and as a landlord, ensuring the best possible management of our own and all social housing stock.

The closer integration and joining up of housing and other Council services offers opportunities to target and align services more directly to meet the specific needs of residents over-represented in terms of protected characteristics.

No negative impacts have been identified.

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 HFH insourcing has been widely publicised and consulted on with tenants, leaseholders, and residents in temporary accommodation. Consultation responses were received from over 1,680 residents, which are representative of the wider borough demographics. The results showed 80.8% of residents agreed with the proposal, 5% disagreed and 14.2% were not sure.

63% of respondents were secure council tenants, 18% were resident leaseholders, 6% were non-resident leaseholders, 4% non-secure council tenants, making up 91% of the total responses. This demonstrates the majority of views are from those most affected by the proposal to bring HfH services back into the Council.

To mitigate any inequalities to certain groups, the consultation was produced online as well as by post. Language copies and larger print were also made available to increase accessibility.

Consultation staff also visited youth groups, temporary accommodation, held online events as well as pop-up events across the borough to include younger people and encourage responses from a variety of age ranges.

We have also established a Sounding Board of resident volunteers who are being involved in the planning of the transfer. We aim to continue our engagement and involvement of a wider range of residents going forward in the co-design and co-production of housing services as they change and improve in future.

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 highest response rate by age came from people aged 60-74, and most responders were over 40. This partly mirrors the age profile of tenants and leaseholders, due to the reduction in available Council homes in recent decades. Younger people were more likely to respond online in comparison to postal response, which is expected given the greater take up of digital technology by younger people.

50% of respondents identified as female, and 33% identified as male which is fairly representative of the tenant and leaseholder data, where 58% identified as female, and 38% identified as male.

Around 41% of respondees identified as white, 30% identified as Black, 5.4% identified as Asian, whilst 13% choose not to say. The consultation data is also somewhat representative of tenants and leaseholder baseline data which shows 49% of people

identified as white, 27.7% identified as Black, 4% identified as Asian, with 28% choosing not to say.

30% responders had either a disability or a long-term health condition and a further 70 % had mental health issues. This is expected as people with disabilities are considered vulnerable and more likely to be offered a Council house under allocations policies. Tenant and leaseholder baseline data is representative of the above with 28% of residents identifying as having a disability and 26% considered vulnerable.

Any risk of possible negative equalities impacts will be carefully managed and mitigated throughout the implementation process. The Council will apply its own rigorous equalities and management standards and work collaboratively with the trades unions to ensure a smooth transfer and ongoing service performance. We will monitor any issues of concern that arise closely.

It is our expectation that the transfer of HfH inhouse will have an overall positive impact in line with Section A of the Public Sector Equality Duty.

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

There is nothing 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

Men are disproportionately represented in the HfH staff cohort and, while there will be a neutral impact for individual staff, the overall impact for women will be positive as a more evenly balanced workforce.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive	X	Negative		Neutral impact		Unknown Impact	

2. Gender reassignment

The data on collected on both resident and staff profiles does not break down by gender reassignment. There is nothingto 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.

Positive		Negative		Neutral impact		Unknown Impact	X

3. Age

There is nothing 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.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive		Negative		Neutral impact	X	Unknown Impact	

4. Disability

30% of consultation respondees had either a disability or a long-term health condition and a significant proportion of 70% reported mental health issues. Tenant and leaseholder baseline data is representative of the above with 28% of residents identifying as having a disability and 26% considered vulnerable.

By aligning housing more closely with other front-line Council services it is anticipated that disabled residents and residents with long term health conditions will be able to access housing needs more coherently as a result of the insource.

HfH staff will have access to all council communications and advice on physical and mental wellbeing and will have the opportunity to link into the Haringey Disability and Illness Network.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive	X	Negative		Neutral impact		Unknown Impact	

5. Race and ethnicity

BAME groups are disproportionately represented amongst HfH tenants. Improvements to the management and alignment of council services in coordination with housing management will therefore have a positive impact on these groups.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive	X	Negative		Neutral impact		Unknown Impact	

6. Sexual orientation

50% of consultation respondents identified as heterosexual, 46% preferred not to say and only 4% identified as gay or lesbian. LGBTQ+ figures were also low on the tenant and leaseholder baseline data and unknown for the Borough population as a whole.

There is nothing 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.

HfH staff will have access to the Council's established LGBTQ+ network and the range of communications and events that are hosted on a regular basis.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive	X	Negative		Neutral impact		Unknown Impact	

7. Religion or belief (or no belief)

41% of consultation respondees identified as Christian, 31% prefer not to say and 10% identified as Muslim. Baseline data for tenants and leaseholders is unreliable, with 77.5% religion unknown.

There is nothing 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.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive		Negative		Neutral impact	X	Unknown Impact	

8. Pregnancy and maternity

The data on collected on both resident and staff profiles does not break down by pregnancy or maternity. 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.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive		Negative		Neutral impact	X	Unknown Impact	

9. Marriage and Civil Partnership

Responses to this question were only collected via the paper consultation. 30% of respondees stated they were single, 19% stated they were married, and 27% preferred not to say.

There is nothing 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.

TUPE protection and regulations will apply to all transitioning staff who will also have access to the Employee Assistance Programme should it be required.

Positive		Negative		Neutral impact	X	Unknown Impact	

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

In term of Homes for Haringey staff, Buddhist, Hindu, Sikh, and Jewish women will benefit from the proposal as their overall representation would increase.

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?

Our expectation is that the insourcing of Homes for Haringey (HfH) will have an overall positive impact in line with section A of the Public Sector Equality Duty.

The Council takes its duties under the Equalities Act with regards to all affected groups seriously. Since HfH is owned by the Council all the same HR and Equalities policies and practices will apply, as such no inequalities issues should arise.

The Council will work rigorously to make sure all concerns are addressed and actively work to foster good relations between staff members and, eliminating discrimination and harassment equally on behalf of between current staff and incoming HfH staff.

The Council will ensure seamless business continuity for residents whilst making improvements.

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. 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.	Y
Adjust the proposal: 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	N
Stop and remove the proposal: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	N

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

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

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.

None identified.

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

Any risk of possible negative equalities impacts will be carefully managed and mitigated throughout the implementation process and following confirmation of the transition.

The insourcing will be managed closely in line with the Council's existing HR policies and its commitment to equalities as defined in the Equalities Act (2010).

Staff will have ongoing access to the Haringey Equalities Network and informal staff groups.

Haringey communications emphasise its equality commitments and offer support for a range of physical, mental, and public health initiatives and advice.

Staff will have access to employment support via relevant trade unions and occupational health practitioners where required.

7. Authorisation

EqIA approved by ..... Robbie Erbmann (Assistant Director/ Director)	Date 26/11/2021 .....

8. Publication

Please ensure the completed EqIA is published in accordance with the Council's policy.

Please contact the Policy & Strategy Team for any feedback on the EqIA process.

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Report for: **Cabinet – 7 December 2021**

Title: **2021/22 Finance Update Quarter 2 (Period 6)**

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 report covers the position at Quarter 2 (Period 6) of the 2021/22 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 approved MTFS savings as well as the best estimates of the ongoing impact of the Covid-19 pandemic (C19) on the Council's financial plans.

1.2 The Budget/Medium Term Financial Strategy (MTFS) 2021/22-2025/26 report agreed by Full Council in March 2021 continued to assume that the Council could rely on general and specific grants from government to address the financial impact of the pandemic on 2021/22 budgets. The Budget also continued to acknowledge and respond to forecast demands and take as realistic a view of its circumstances as possible and as a consequence £8.6m (before savings) was invested primarily into Adults and Children's services.

1.3 The forecasts provided in this report are as up to date as possible and continue to 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 (September 2021) return to central government (i.e. at month 6 of the financial year) although it should be noted that there still remains uncertainty about the eventual impact of the pandemic on the final 2021/22 outturn position.

1.4 The overall forecast General Fund variation from budget for the year as at Qtr2 stands at **£23.0m (£19.2m Qtr1)** with **£12.87m (£13.9m Qtr1)** attributable to C19 and **£10.2m** (£5.2m Qtr1) base budget pressure. This represents a significant step up in the base budget pressure from the previous Qtr and the pressures impact a wider range of priorities. Action must be taken now to identify and implement mitigating action to reduce this figure down. In terms of C19, the financial impact appears to have stabilised and the £9.1m un-ringfenced emergency C19 grant plus other specific grants and income compensation are still expected to offset the **£12.87m** in full.

1.5 The financial pressure on the DSG budgets has not abated and at Qtr2 **£6.98m** overspend is forecast (£6.6m Qtr1). The Council is currently finalising the DSG Management Plan which will be a live document that will be shared periodically with the

DfE. This remains a national issue impacting many councils which the Government will need to address.

1.6 Excluding framework budgets which are held to allow the Council to respond to opportunities, the spend forecast in the 2021/22 capital programme has reduced this Qtr to 62% of budget (67% Qtr1).

2. Cabinet Member Introduction

2.1 This report provides an update on our in year financial position, as at the second quarter of the financial year. The report presents both base budget variations, and those which are exceptional, and are directly related to the pandemic.

2.2 Unfortunately, the overall general fund revenue position has worsened from the first quarter of the financial year, largely due to the ongoing impacts of Covid on our demand led services, which we now have a greater knowledge of. Council officers will do all they can to reduce the level of overspend reported as much as possible. Directors have been asked to review their plans for mitigating overspends, and review what further actions their services can take. This will reported on in future reports to cabinet.

2.3 As regards the pandemic related pressures, at the time of writing these have stabilised, and we anticipate that the in-year impact of the pandemic will be offset by various government funding streams; however, a great deal of uncertainty surrounds how the pandemic will unfold over the remaining course of the year, and the impact this will have on our finances. The Council will continue to monitor and report on this as we continue through the year.

3. Recommendations

Cabinet is recommended to:

3.1. Note the forecast base budget revenue outturn for the General Fund of **£10.2m** and that Directors are seeking actions to bring the forecast down before the end of the year. (Section 6, Tables 1a and 1b, and Appendix 1).

3.2. Note that the **£12.87m** forecast Covid pressure on the GF is expected to be offset by Government funding (Section 6 and Table 1a).

3.3. Note the net Housing Revenue Account (HRA) forecast of £1.0m overspend (Section 6 and Appendices 1 and 2).

3.4. Note the net DSG forecast of £6.98m overspend. (Section 6 and Appendix 1).

3.5. Note the forecast budget savings position in 2021/22 which indicates that £5.8m (55%) may not be achieved. (Section 6 and Appendix 3). This is incorporated in the GF budget pressures addressed in recommendations 3.1 and 3.2 above.

3.6. Approve the proposed budget adjustments and virements to the capital programme as set out in Table 2 and Appendix 6.

3.7. Note the forecast expenditure of £287m in 2021/22 which equates to 62% of the revised capital budget (Section 8 and Appendix 4).

3.8. To approve the revenue budget virements and receipt of grants as set out in Appendix 6.

3.9. To note the debt write-offs approved by officers in Quarter 2 2021/22 (Appendix 7).

3.10. To note the C19 grants schedule (Appendix 8).

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 on-going financial implications placed on the Council by the Covid-19 crisis.

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

6.1.1 As highlighted in Section 1 above, the Council continues to plan on the basis that government support will offset the forecast financial impact of C19 which was the case for 2020/21. However, it remains imperative that the forecast impact on agreed plans is carefully monitored throughout the year alongside receipt of government funding.

6.1.2 Table 1a below summarises the forecast C19 pressure on the GF and government funding assumed at Qtr2.

Table 1a

	P6	**P3**	**Movement**
General Fund	**2021/22**	**2021/22**	**2021/22**
	(£m)	**(£m)**	**(£m)**
Covid Pressure	12.87	13.95	1.08
Less: Un-ringfenced Emergency Grant received	(9.10)	(9.10)	0.00
Less: Income Loss Compensation Grant estimate	(2.70)	(2.52)	0.18
Government Funding Assumed	**1.07**	**2.34**	**1.26**

6.1.3 It should be stressed that the impact of C19 on the Council's **Collection Fund** continues, with in year collection estimated at 95.5% for Council Tax and 94% for Business Rates well below the 96.5% & 98% targets pre-pandemic. The Council

received £3.6m Local Council Tax Support grant for 2021/22 which Haringey plans to utilise to fund increased CTRS claimant numbers (and therefore reduced Council Tax collection). The Introduction of a Local Welfare Assistance Scheme, Haringey Strategy for Tacking Debt and Haringey Ethical debt Reduction Policy are tools being used to support residents struggling financially. Government S31 grants continue to be paid to offset the on-going reliefs provided to businesses which continue to be significantly impacted by the pandemic.

6.1.4 The 2021/22 Budget and MTFS assumed lower collection rates for both of these revenue streams and bad debt provisions overall were augmented as part of the 2020/21 account closure process. The impact of lower than planned collections will manifest on GF revenue budgets in 2022/23 and 2023/24 and therefore any forecasts at variance to current assumptions will need to be built into the 2022/23 Budget and MTFS refresh.

6.2 General Fund Forecasts

6.2.1 Table 1b below sets out full year projections at priority level.

Table 1b – Revenue Budget Monitoring Forecast for Quarter 2 2021/22

Priority	Revised 2021/22 Budget	Total SAP Forecast	Base Budget Pressure / (Saving)	Covid Pressure	P6 Total Variance	P3 Total Variance	Movement P3 to P6
	£'000	£'000	£'000	£'000	£'000	£'000	£'000
Housing	17,317	18,533	18	1,197	1,215	1,219	(3)
People - Children's	65,759	72,798	3,988	3,051	7,039	5,824	1,215
People - Adults	87,700	94,348	4,977	1,671	6,648	2,864	3,784
Place	29,780	35,365	1,138	4,447	5,585	6,494	(909)
Economy	5,294	8,348	1,806	1,247	3,053	1,735	1,318
Your Council-Service	8,731	11,180	1,193	1,257	2,450	1,544	906
Your Council-Corporate	34,495	31,545	(2,950)	0	(2,950)	(519)	-2,431
General Fund Total (before funding & DSG)	**249,076**	**272,116**	**10,170**	**12,870**	**23,040**	**19,160**	**3,880**
External Finance	(249,076)	(249,076)	0	0	0	0	0
General Fund Total		**23,040**	**10,170**	**12,870**	**23,040**	**19,160**	**3,880**
DSG	203,076	210,063	6,987	0	6,987	6,579	409
HRA	104,455	105,499	1,044	0	1,044	614	430
Haringey Total	**307,530**	**338,602**	**18,202**	**12,870**	**31,072**	**26,353**	**4,719**

6.2.2 The increase in base budget forecast pressures is of concern. With a sizeable structural funding gap forecast in in future years, it is critical that services remain as closely within their agreed 2021/22 budgets as possible. The social care services have seen a significant step up in demand since Qtr1, a fair element of which appears to be due to the legacy impact of C19. These are pressures not expected to be met by Government this year as they are consequential, rather than direct.

6.2.3 A further emerging pressure has been highlighted in the Temporary Accommodation budgets which has seen a significant reduction in rent collection rates. This is cause of considerable concern and is being investigated to properly understand the implications for the final YE position and what mitigating action has, and can be, taken.

6.2.4 It should also be noted that the £10.2m forecast is **net** of a £2.9m forecast underspend against corporate budgets, predominately interest payments, due to the lag in capital spend coupled with some savings on levies budgets.

6.2.5 In the light of the shift in forecasts since Qtr1, Directors are being asked to review the plans in place in their services to reduce overspending before the year end, and any additional measures they can take to mitigate overspends. Progress will be reported in the next public report to Cabinet (Qtr3).

6.2.6 A detailed analysis at directorate level is attached in Appendix 1 along with relevant commentary.

MTFS Savings Delivery

6.2.7 Officers continue to monitor delivery of all agreed MTFS savings as part of their monthly budget monitoring processes. At **Qtr2 £5.8m (55%) (Qtr1 £8.1m/76.1%)** of the 2021/22 savings programme is forecast to deliver and Appendix 3 provides a detailed RAG rated analysis by Priority. This is a signficant drop and is contributing to the deterioration in the base budget forecast and reflected in the Qtr2 base budget projections. It should be noted though that services are forecasting slippage in delivery rather than non-delivery. Services also continue to monitor deliverability of savings agreed for 2022/23 and beyond. This has been taken into account as part of the 2022/23 Budget formulation.

7 Debt and Write Offs

7.1 Appendix 7 provides a summary of the debts under £50,000 written off in Qtr2 totalling £15.3m. These have been approved by the Director of Finance under his delegated authority and all are adequately provided for. The vast majority of this (c. £14m) relates to parking cases covering a period of 2014/15 – 2020/21 and is in line with the value of previous years' parking write offs. This should be seen in the context of a net annual parking and highways income in a normal year of c. £31m. Prior to write off every attempt is made to collect the debt and write off is only progressed when the service are satisfied that there is no realistic chance of collection.

8 Capital Expenditure Forecast at Quarter 2

8.1 The starting point for the 2021/22 capital programme is the Council's budget setting meeting in March 2021. That set a general fund budget of £288.9m and a HRA budget of £277m. In July 2021 Cabinet agreed the carried forward resources from the 2020/21 capital programme which added £172m to the General Fund capital programme (there was no HRA carry forward). The addition of the carry forward budget to the approved capital programme results in a programme of £737m.

8.2 In quarter two, the capital programme has been further reviewed with the aim to closely align the financial performance of the programme, with actual progress. This review incorporates the known effects of the pandemic (such as labour shortages, material shortages, lengthened lead in times, inflation etc.), and a range of other factors. Findings of the review has brought to light some discrepancies between the current

2021/22 budgets and the expected physical progress. Consequently, the relevant budgets have been further realigned / reprofiled accordingly.

8.3 In addition, the capital programme contains a number of framework budgets. These budgets, such as the Strategic Acquisitions Fund, are there to enable the Council to respond to opportunities as they arise but still be within the budget and policy framework.

8.4 These budgets are inherently difficult to forecast and if not accounted for will distort the performance of the capital programme. The table below restates the programme taking the review and the reprofiling into account as well as adjusting for the framework budgets.

Table 2 - 2021/22 Capital Expenditure Analysis as at Quarter 2

Priority	2021/22 Revised Budget (£'000)	2021/22 QTR. 2 Budget Adjustments (£'000)	2021/22 Framework Budget (£'000)	2021/22 Revised Budget (after adjustments) (£'000)	2021/22 Qtr. 2 Forecast (£'000)	2021/22 Budget Variance (£'000)	Variance Movt. Btw. QTR. 1 & QTR. 2 (£'000)
People (Children's)	41,340	(316)	0	41,024	32,926	(8,098)	(4,181)
People (Adults)	14,673	0	0	14,673	11,255	(3,418)	332
Place	42,730	1,164	0	43,894	33,618	(10,276)	(5,204)
Economy	231,234	(6,112)	(166,281)	58,841	37,642	(21,199)	(11,054)
Housing (GF)	13,050	0	(13,050)	0	0	0	0
Your Council	32,233	(1,115)	(0)	31,118	26,280	(4,838)	1,058
General Fund Total	**375,260**	**(6,379)**	**(179,332)**	**189,550**	**141,722**	**(47,828)**	**(19,049)**
Housing (HRA)	277,033	0	0	277,033	152,151	(124,882)	(29,038)
Total	**652,293**	**(6,379)**	**(179,332)**	**466,583**	**293,872**	**(172,710)**	**(48,087)**

8.5 At this point in the year, the forecast is for a spend level of £294m, or 63% of the restated budget, which reflects a reduction in quarter one forecast by £48m. Please refer to appendix four for detailed explanations and reasons for the reduction in forecast.

9 Statutory Officers Comments

Finance

9.1 This is a report of the Director of Finance and therefore financial implications have been highlighted in the body of the report. In the light of the deterioration in revenue budget forecasts this quarter, it is expedient that the Directors focus on the actions referenced in paragraph 6.25.

Strategic Procurement

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

Legal

9.3 The Head of Legal & Governance has been consulted on this report, and makes the following comments.

9.4 The Council is under a duty to maintain a balanced budget. Pursuant to section 28 of the Local Government Act 2003, the Council is under a statutory duty to periodically conduct a budget monitoring exercise of its expenditure and income against the budget calculations during the financial year. If the monitoring establishes that the budgetary situation has deteriorated, the Council must take such remedial action as it considers necessary to deal with any projected overspends. This could include action to reduce spending, income generation or other measures to bring budget pressures under control for the rest of the year.

9.5 The Council must act reasonably and in accordance with its statutory duties and responsibilities when taking the necessary action to reduce the overspend. The Council is facing an unprecedented situation due to the pandemic and there is a risk of the financial impact on the Council if the government does not provide the Council with sufficient funding in year to cover the Council's costs due to the pandemic.

9.6 Pursuant to the Executive 'Financial management and resources' function set out at Part Three, Section C of the Constitution, the Cabinet is responsible for approving both virements and debt write offs in excess of certain limits as set out in the Financial Regulations at Part Four, Section I, Regulations 5.31 / 5.32 & 8.15(c) respectively.

9.7 Pursuant to Part Four, Section J (Contract Procedure Rules – Rule 17.1) of the Constitution, the Cabinet is responsible for approving grants from external bodies above £500,000.

9.8 In light of the above, there is no legal reason why Cabinet cannot adopt the Recommendations contained in the report.

Equalities

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

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

9.10 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.

9.11 This budget report covers the position at Quarter 2 (Period 6) of the 2021/22 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 approved MTFS savings as well as the best estimates of the ongoing impact of the Covid-19 pandemic (C19) on the Council's financial plans.

9.12 It also includes proposed budget virements or adjustments. The recommendations in the report are not anticipated to have a negative impact on any groups with protected characteristics. In addition to this the Councils saving programme is subject to an equality assessment, which acts to mitigate against any potential impacts for those living and working in the Borough.

10 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 – 2021/26 Revised General Fund (GF) Capital MTFS Budget
Appendix 6 – Virements (Revenue and Capital)
Appendix 7 – Debt Write Off
Appendix 8 – Covid-19 Related Grant Support

11 Local Government (Access to Information) Act 1985

11.1 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 P6 **Appendix 1**

PRIORITY	Revised 2021/22 Budget	P6 Outturn Forecast	P6 Forecast to Budget Variance	P3 Forecast to Budget Variance	Movement in Variance from P3 to P6
PEOPLE : CHILDREN'S	**65,759,068**	**72,797,763**	**7,038,695**	**5,823,959**	**1,214,736**
Childrens	53,438,394	60,203,448	6,765,054	5,682,198	1,082,857
Children's Commissioning	3,192,390	3,494,697	302,307	203,145	99,162
Children's Public Health	6,004,600	6,004,600	0	0	0
Schools & Learning	3,123,684	3,095,017	-28,667	-61,384	32,717
PEOPLE : ADULTS	**87,700,257**	**94,348,073**	**6,647,816**	**2,863,563**	**3,784,253**
Adults Social Care	71,723,232	77,922,368	6,199,136	2,480,365	3,718,771
Adults Commissioning	4,490,350	4,915,409	425,059	335,140	89,919
Adults Public Health	11,486,675	11,510,295	23,620	48,058	-24,438
PLACE	**29,779,836**	**35,364,610**	**5,584,774**	**6,494,023**	**-909,250**
Environment & Neighbourhood	22,514,469	27,924,518	5,410,049	6,396,344	-986,295
Culture and Libraries	5,510,367	5,681,092	170,725	93,679	77,046
Chief Finance Officer (Alexandra Palace)	1,755,000	1,759,000	4,000	4,000	0
ECONOMY	**5,294,140**	**8,347,595**	**3,053,455**	**1,735,036**	**1,318,419**
Housing Regeneration & Planning	254,950	254,950	0	0	0
Housing	110,647	110,647	0	0	0
Planning Building Standards	2,337,781	2,670,175	332,394	242,703	89,691
Property & Capital Projects	-2,074,641	646,420	2,721,061	1,492,333	1,228,728
Regeneration & Economic	4,665,403	4,665,403	0	0	0
HOUSING	**17,317,201**	**18,532,665**	**1,215,464**	**1,218,768**	**-3,304**
Housing Demand	8,111,713	5,111,712	-3,000,001	0	-3,000,001
Housing Commissioned Services	-204,880	4,010,585	4,215,465	1,554,006	2,661,459
Commissioning	8,950,374	8,950,374	0	-335,238	335,238
Environment & Neighbourhood	459,994	459,994	0	0	0
YOUR COUNCIL	**43,225,760**	**42,725,549**	**-500,211**	**1,024,378**	**-1,524,589**
Chief Finance Officer	34,545,454	31,845,240	-2,700,214	-197,271	-2,502,943
Corporate Governance	1,788,274	1,798,274	10,000	30,000	-20,000
Corporate & Customer Services	6,212,961	7,951,352	1,738,391	1,174,320	564,071
Chief Executive	297,450	297,450	0	0	0
Strategy & Communication	363,173	531,337	168,164	-108,710	276,874
Human Resources	461,666	893,577	431,911	88,213	343,698
IT Digital Services	753	-278,944	-279,697	28,862	-308,559
Transformation & Resources	416,110	560,184	144,074	0	144,074
Strategic Procurement	-860,081	-872,921	-12,840	8,964	-21,804
PRIORITY TOTAL	**249,076,262**	**272,116,254**	**23,039,992**	**19,159,727**	**3,880,265**

Further detail on the drivers of the Priority variances follow:-

PEOPLE: CHILDREN'S **Over budget £7.04m (Q1 £5.82m)**

At Q2, Children and Young People Services reporting a pressure of £7m, an increase of £1.2m from the Q1position. This change is mainly a result of an increase in the number of Social Care placements in the period.

A large proportion (£3.05m) of the budget pressure relates to a COVID-19 pressures in the services. This pressure has been driven by a significant increase in social care activity with additional numbers and unit cost increases for placement costs and SEND transport. In addition, there is anticipated loss of income across a few services such as Pendarren and Children's Centres.

Safeguarding and Social Care is reporting a pressure of £5.6m. This pressure is largely increasing pressure complexity and cost of placements and an increase in staffing and legal pressures linked to increased child protection cases in the service.

Early Help and Prevention service is reporting a pressure of £1.3m which is a combination of SEN transport pressures and shortfalls in Nursery and Children centres' income.

PEOPLE : ADULTS & PUBLIC HEALTH Over budget £6.648m (Q1 £2.864m)

Adults and Public Health is forecast to spend £94.348m against a budget of £87.700m which is an adverse variance of £6.648m at Q2. This represents an increase of £3.784m from the £2.864m variance at Q1
Adult Social Care, the Q2 adverse variance is £6.199m which includes £2.704m of COVID-19 related expenditure and £1.015m slipped savings carried forward from 20/21. There has been a movement of £3.718m since Q1 (£2.480m) in projected expenditure which is mainly attributable to £1.220m cost increase due to continued increase in activity and complexity of care package costs due to legacy COVID-19 pressures and £1.600m slippage in demand mitigation projects due to COVID-19 disruptions.

Adults Commissioning overall variance at Q2 is £0.425m with £0.090m movement in comparison to Q1 (£0.335m). This is comprised of £0.215m COVID-19 related staffing pressure and £0.197m additional brokerage expenditure incurred to deliver client contribution income.
Adults Public Health is projected to break even with additional COVID-19 related expenditure being met by specific government grants.
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 and legacy implications of COVID-19. This poses additional risks to the budget position for 2021/22 and beyond.

PLACE Over budget £5.585m (Q1 £6.494m)

Place Priority is forecasting an over spend of £5.585m for Qtr2; an improved position on Q1 of £0.909m. This is due to a worsened position in base budget pressure issues of £0.106m, and an improvement of pressures from COVID of £1.015m.

Parking & Highways is showing an improvement position of £1.128m at Q2. This is mainly due an improved position/performance on on-street Penalty Charge Notices, Suspensions, Nuisance vehicles and Residential permits; partly off-set by adverse position on visitors

voucher permits due to change in customers behaviour following introduction of virtual vouchers on PMIS.

Parks & Leisure is showing an improved position of £0.197m at Q2. This is mainly due to reduction in COVID Pressures from increase in events income generated for smaller community events.

Community Safety & Enforcement is showing a worsened position of £0.131m at Q2. This due of on-going impact from COVID to ASB Fixed Penalty Notice income.

Operational Facilities Management is showing a worsened position of £0.203m at Q2. This is due to full year additional COVID cleaning and security costs being accounted for in this budget area rather than in other service budgets.

Libraries & Culture is showing a showing a worsened position of £0.077m at Q2. This is due to additional staffing, recruitment and IT costs.

ECONOMY **Over budget £3.054m (Q1 £1.735m)**

Economy Priority are reporting an adverse variance of £3.054m against the budget at Qtr2 an increase of £1.318m from Qtr1.

The main pressure remains Covid-19, which continues to significantly impact key income streams in Commercial Property (£0.900m) and Planning income (£0.243m).

The other key area of overspend remains in Hard FM Services as a result of costs rising in Health and safety works (£0.427m).

The additional projected adverse variance since Qtr1 (£1.318m) is largely due to Commercial Property rental income pressure (£0.416m) and reduced capitalisation of costs in the Strategic Property unit (£0.566m). It should be noted that this area is being closely monitored and any mitigations will be reported in the next Quarter.
In addition, there is also a projected pressure (£0.269m) on recovery of backdated rent payable on headlease renewals; negotiations are currently ongoing with the aim to reduce the impact of these pressures before year end.

HOUSING (General Fund) **Over budget £1.215m (Q1 £1.219m)**

Housing General fund reports a projected adverse variance of £1.215m. This is about £3m higher than the adverse variance reported in quarter 1.
There has been a significant reduction in rent collection rates for Temporary Accommodations (TA). This is cause of considerable concern and is being investigated to properly understand the implications for the final YE position.There is also an additional shortfall (£110k) in income from the TA Lodges as they were not operating at full capacity due to social distancing requirements.
The Increase in Housing benefit offset from the TA budget of £158k and transfer of HBCS leased properties and their associated projected income of £194k from the GF to HRA also contributed to the movement in variance.

HOUSING (Housing Revenue Account - HRA) Over budget £0.936m (Q1 £0.614m)

Table 3 – HRA Budget Forecast (Quarter 2)

HRA BUDGET 2021/22	2021/22 Revised Budget	HRA Projected Variance - directly related to Covid19	Q2 2021/22 Forecast Variance	Q1 2021/22 Forecast Variance	Forecast Variance Movement Q2 v Q1
	£000's	£000's	£000's	£000's	£000's
UE0721 Managed Services Income TOTAL	(106,809)	0	513	266	247
UE0722 Managed Services Expenditure TOTAL	13,204	0	424	348	76
UE0731 Retained Services Expenditure TOTAL	84,821	0			
Surplus HRA Services (within Retained)	8,784	0			
Balance of HRA Account (assumed Government Funding)	0	0	937	614	323

The Housing Revenue Account reports a projected adverse variance of £937k. This is about £322k higher than the adverse variance reported in quarter 1.
This movement in variance is largely driven by higher than anticipated additional charges (£111k) from Veolia waste contract. This is due to increase in fly tipping and one-off cleanings. These costs are over and above the agreed SLA (Service Level Agreement). There is also an increase in the number and costs of HRA hostels responsive repairs and maintenance (about £200k)- contributing to the movement in the adverse variance.

Your Council - Service Over budget £2.45m (Q1 £1.544m)

The Your Council Services projected overspend has increased by £0.906m from Q1 to £2.45m. This variance is made of Covid pressures of £1.257m mainly from lost court cost income (£0.924m) and the costs of administering the business grants (£0.217m) scheme, and base pressures of £1.193m. The Council expects Government Covid grants to mitigate a significant portion of the Covid-related pressures.

The key base budget variances and causes are detailed below:

- Human Resources (£0.4m overspend) - an overspend on the recruitment insourcing project and higher than expected recruitment activity with Hays between April and July 2021
- Finance (£0.3m overspend) – a continued requirement for agency staff to fill key posts in the establishment
- Corporate and Customer Services (0.5m overspend) – the need to delay the planned release of staff within (a) Customer Services as a result of delays in implementation of the new parking system and b) Revenues and Benefits due to current workload pressures
- Digital Services (£0.3m underspend) – planned contract savings

The adverse movement from the first quarter is due to the HR pressure described above that was not included at Quarter 1, the reforecast of lost CT and NNDR court cost income and updated staffing cost projections.

Your Council - Corporate **Under budget £-2.9m (Q1-£0.5m)**

The forecast underspend is mainly due to the reduction in the forecast for Capital financing-borrowing costs.

Dedicated Schools Grant (DSG) **Over budget £6.38m (Q1 £6.58m)**

The DSG overall deficit position compared with Q1 has improved by £200k from £6.58m to £6.38m. The movement between Q1 and Q2 is as a result of an additional £0.6m High Need Block grant received and additional top up payments of £0.4m.

Table 4 – DSG Position Quarter 2

	Budget £'000	Forecast £'000	Variance £'000
Central Block	2,912	2,912	0
Early Years Block	21,036	21,036	0
High Needs Block	42,865	49,245	6,380
Schools Block	136,263	136,263	0
Grand Total	**203,076**	**209,456**	**6,380**

The main driver for the pressure in the High Needs block remains the increasing number of Education, Health and Care Plans (EHCP) in recent years. In addition, approximately 25% of our children who are looked after have an EHCP. Where we have children who are looked after with an EHCP and who require an out of borough placements e.g. specialist residential, the social cost is higher than in borough.

The DSG reserve is ringfenced and outside the council's general fund reserves. The cumulative DSG deficit is detailed in the table below.

DSG cumulative deficit at Quarter 2

Blocks	Opening DSG at 01/04/21	Schools Forum agreed transfer between blocks	Qtr2 Forecast Outturn Variance	Drawdown Request	Qtr2 Forecast Closing Balance
	£m	**£m**	**£m**	**£m**	**£m**
Schools Block	0.00	0.00	0.00	0.00	0.00
Central Block	(0.08)	0.00	0.00	0.00	(0.08)
High Needs Block	16.87	0.00	6.38	0.00	23.25
Early Years Block	0.11	0.00		0.00	0.11
Total	**16.9**	**0**	**6.38**	**0**	**23.28**

The Council is producing a DSG Management Plan which will be coproduced with various stakeholders and shared with the DFE and which will detail the various actions the Council is taking to manage the level of DSG overspend. The plan will be a live document which will continue to be shared periodically with the DFE. Whilst Council actions may mitigate the level of overspend increasing, it is not anticipated that the Council will be able to ameliorate this.

Appendix 2

HRA BUDGET 2021/22	2021/22 Revised Budget	Q2 2021/22 Forecast	Q2 2021/22 Forecast Variance	Q1 2021/22 Forecast Variance	Forecast Variance Movement Q2 v Q1	notes
	£000's	£000's	£000's	£000's	£000's	
H39404 Service Charge Income - Hostels	319,700-	236,821-	82,879	31,620	51,259	
H39002 Rent - Hostels	1,943,300-	1,405,869-	537,431	234,730	302,701	
H39001 Rent - Dwellings	82,030,000-	81,956,701-	73,299	0	73,299	The Forecast for all HRA Managed Services Income is to £513k overspend. Mainly Due to Hostels rents income being less than the assumed & anticipated budget (this is being investigated) . There is also less income due to decants. There is also less concier
H39101 Rent - Garages	861,000-	799,132-	61,868	0	61,868	
H39102 Rent - Commercial	756,300-	756,300-		0	0	
H39103 CBS - Lease Rental Income	1,984,000-	1,984,000-		0	0	
H39201 Income - Heating	617,000-	637,397-	20,397-	0	-20,397	
H39202 Income - Light and Power	1,016,000-	1,048,812-	32,812-	0	-32,812	
H39301 Service Charge Income - Leasehold	7,562,000-	7,562,000-		0	0	
H39401 ServChgInc SuppHousg	1,495,000-	1,566,396-	71,396-	0	-71,396	
H39402 Service Charge Income - Concierge	1,741,000-	1,653,516-	87,484	0	87,484	
H39405 Grounds Maintenance	2,201,000-	2,283,486-	82,486-	0	-82,486	
H39406 Caretaking	1,943,000-	1,993,986-	50,986-	0	-50,986	
H39407 Street Sweeping	2,338,000-	2,409,913-	71,913-	0	-71,913	
H40102 Water Rates Receivable	1,200-	1,200-		0	0	
UE0721 Managed Services Income	**106,808,500-**	**106,295,530-**	**512,970**	**266,350**	**246,620**	
S14400 Supported Housing Central	290,600	205,448	85,152-	0	-85,152	
H31300 Housing Management WG	23,500	23,500		0	0	
H32300 Housing Management NT	28,300	28,300		0	0	
H33300 Housing Management Hornsey				0	0	
H33400 TA Hostels	252,300	427,071	174,771	165,880	8,891	
H34300 Housing Management ST	9,500	9,500		0	0	
H35300 Housing Management BWF	11,600	11,600		0	0	
H36300 Rent Accounts				0	0	
H37210 Under Occupation	170,600	170,600		0	0	The Forecast for all HRA Managed Services Expenditure is £424k overspend is due to the TA Hostels security costs are the primary reason for the £175k overspend, also the Hostels Repairs & Maintenace costs are the main reason for the £223k overspend . Th
H40001 Repairs - Central Recharges	2,300	2,300		0	0	
H40004 Responsive Repairs - Hostels	387,300	610,921	223,621	182,180	41,441	
H40101 Water Rates Payable	31,000	31,000		0	0	
H40104 HousMgmntRechg Cent	110,000	110,000		0	0	
H40111 Other RentCollection	138,400	138,400		0	0	
H40202 Management Special - Nth Tott				0	0	
H40206 HousMgmntRechg Energ	1,128,100	1,128,100		0	0	
H40208 Special Services Cleaning	3,189,300	3,300,000	110,700	0	110,700	
H40209 Special Services Ground Maint	2,075,300	2,075,300		0	0	
H40212 HRA Pest Control	296,800	296,800		0	0	
H40213 Estate Controlled Parking	145,300	145,300		0	0	
H40303 Supporting People Payments	1,861,000	1,861,000		0	0	
H40309 Commercial Property - Expenditure				0	0	
H40401 Bad Debt Provision - Dwellings	2,535,000	2,535,000		0	0	
H40404 Bad Debt Provision - Leaseholders	91,000	91,000		0	0	
H40406 Bad Debt Provisions - Hostels	68,000	68,000		0	0	
H40801 HRA- Council Tax	358,800	358,800		0	0	
UE0722 Managed Services Expenditure	**13,204,000**	**13,627,940**	**423,940**	**348,060**	**75,880**	
H25600 Housing Delivery Team		0	0	0	0	
H38002 Anti Social Behaviour Service	610,800	610,800		0	0	
H39601 Interest Receivable	303,600-	303,600-		0	0	
H40112 Corporate democratic Core	600,900	600,900		0	0	
H40301 Leasehold Payments	142,200-	142,200-		0	0	
H40305 Landlords Insurance - Tenanted	326,000	326,000		0	0	At the half year stage (p.6) of the 2021/22 finacial year the Budget eoy Forecasts for all HRA RETAINED Services Expenditure is to Budget.
H40306 Landlords - NNDR	138,000	138,000		0	0	
H40308 Landlords Insurance - Leasehold	1,939,100	1,939,100		0	0	
H40501 Capital Financing Costs	16,242,000	16,242,000		0	0	
H40601 Depreciation - Dwellings	20,197,000	20,197,000		0	0	
H40805 ALMO HRA Management Fee	39,271,300	39,271,300		0	0	
H40900 Community Benefit Society (CBS)				0	0	
H49000 Housing Revenue Account	8,784,000	8,784,000		0	0	
H60002 GF to HRA Recharges	3,264,700	3,264,700		0	0	
H60003 Estate Renewal	1,370,000	1,370,000		0	0	
H60004 HIERS/ Regeneration Team	1,306,500	1,306,500		0	0	
UE0731 Retained Services Expenditure	**93,604,500**	**93,604,500**	**0**	**0**	**0**	
Balance of HRA Account		**936,910**	**936,910**	**614,410**	**322,500**	

APPENDIX 3

Appendix 3 provides progress on savings 2021-22 delivery on a more detailed level.

MTFS Savings Ref	Saving proposal	2021/22 £'000s	2021/22 Saving achieved YTD £'000s	2021/22 Projected Full Year Savings £'000s	2021/22 Savings (surplus)/ shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
People - Children						
PC2	Reduce operational costs	(250)		(250)	0	Green
20/25-PE03	Invest to Save - Edge of Care	(241)		(151)	(90)	Green
20/25-PE04	Invest to Save proposal - In-House Fostering	11		11	0	Green
20/25-PE05	Invest to Save - SEND Transport	(216)		(216)	0	Green
20/25-PE06	Invest to Save - Pause Project	(1)		5	(6)	Green
20/25-PE08	Invest to Save - Foster Carer Room Extension	0		(55)	55	Green
20/25-PE09	0-19 year old public health commissioned services - a new integrated commissioned service delivery model	125		125	0	Green
20/25-PE12	Reduce operational costs in Schools and Learning and Commissioning	25		25	0	Green
CH102	Maya Angelou Assessment and Contact Centre Traded Service	82		10	72	Amber
CH103	Delivering residential mother and baby assessments	239			239	Amber
Total: People (Childrens)		**(226)**	**0**	**(496)**	**270**	

MTFS Savings Ref	Saving proposal	Description	2021/22 Target £'000s	2021/22 Saving achieved YTD £'000s	2021/22 Projected Full Year Savings £'000s	2021/22 Savings (surplus)/ shortfall £'000s	RAG Status (Delivery of 2021/22 Saving)
People - Adults							
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.	1,430	509	1,030	400	**Amber**
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.	490	146	490	0	**Amber**
B2.9	Physical Support	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.	1,070	782	1,070	0	**Green**
PA6	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.	15	0	15	0	**Amber**
PA9	Further savings to be delivered by Adults Services	Further action by service to reduce cost of adult social care over the next 5 years *(re-profiled existing savings)*	180	0	180	0	**Amber**
20/25 PE01	Public Health Lifestyles	Look for alternative delivery options for lifestyles services (this includes; NHS Health Checks, smoking cessation, weight management and exercise programmes for the inactive), from April 2021 onwards. This proposal suggests alternative ways of delivering these services including: Reducing the capacity of services offered (but keeping services targeted at those who need them most), seeking partial funding from NHS partners, using an alternative delivery partner, joining up with other boroughs to commission the service for economies of scale.	60		60	0	**Amber**
AS101	Fast Track Financial Assessments	Further to reviewing comparative statistics for income collection with our nearest neighbours, some areas of income collection were reviewed with the view to maximise council income collection	1,050	257	1,050	0	**Amber**
AS102	Client Contributions		487	0	487	0	**Red**
	Adults Delayed Savings - C19		(1,621)		(1,621)	0	
Total: People (Adults)			**3,161**	**1,694**	**2,761**	**400**	**0**

MTFS Savings Ref	Saving proposal		2021/22 £'000s	2021/22 Saving achieved YTD £'000s	2021/22 Projected Full Year Savings £'000s	2021/22 Savings (surplus)/ shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Place							
PL9	Leisure centre concessions		50			50	**Red**
PL13	Parking Transformation Programme to deliver significant improvements to this service over the coming three years. Includes a CPZ rollout programme taking the borough to 100% coverage, and extending parking permit charging models to tackle emissions from Diesel vehicles		500	0	125	375	**Amber**
20/25-PL03	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.		280	0	140	140	**Amber**
20/25-PL04	Increase permit charges for highest emitting 'petrol' vehicles. A flat fee increase in Permit charge for the most polluting petrol emission band(s).		25	0	25	0	**Green**
20/25-PL06	Contact Centre Efficiencies		50	0		50	Red
20/25-PL07	Mechanisation of High Street Cleansing		150	0		150	Red
20/25-PL09	Hybrid Mail proposal		77	0	77	0	**Amber**
20/25-PL11	New Lease Income v2		20	20	20	0	**Green**
20/25-PL14	Parking Transformation Programme. Various workstreams - contactless £376, diesel n 2nd subsequent vehicle £300k and escaluated essential permits, suspensions, carparks £164k MHCLG escaluated 2021-22		840	0	364	476	Red

PL20/9	Full Cost recovery of services		130	0	20	110	Red
PL20/18	Crematorium Lease and Parks Property		20	20	20	0	Green
PL20/20	PL12 (Stage 2) Fuel Savings from Electric Vehicles		0	0		0	
PL20/21	Review of Events team		45	45	45	0	Green
PL20/22	Visitors Vouchers Pricing Structure change		198	0	99	99	Red
PL20/31	Concessionary Fares		1,200	0	1,200	0	Green
PL20/32	Diesel surcharge - Pay for Parking		(10)	0	(10)	0	
PL20/33	Residents Permits Pricing Structure		0	0	0	0	
PL20/34	Change 2 hour restrictions to full day		0	0	0	0	
PL20/35	Night Time Enforcement		(5)	0	(5)	0	
PL20/39	Management and Support structure review		160	160	160	0	Green
PL20/3	Management of ASB Enforcement & Remodel of ASB & Waste Enforcement and Waste Services		78	78	78	0	Green
PL20/25	Pay for Parking - Introduce a minimum 30 minute purchasable sessions, (currently 15 minutes)		250		125	125	Amber
PL20/27	Back office services efficiencies.		100	0	0	100	Red
PL20/28	Introduce Sunday charges - Car Park Pricing Structure		27	0	14	14	Amber
PL20/29	Introduce Sunday charges - Pay for Parking Pricing Structure		63	0	32	32	Amber
PL20/30	Targeted recovery of PCNs issued to persistent evaders. Dedicated resources introduced as part of new operational model and PMIS		80	0	80	0	Green
20/25-YC09	Maximising income from filming and venue management. This proposal is in two parts. The first is 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. The second is to consider employing staff, as an invest to save bid, to market the council's venues for events (currently uncosted).		6	0	6	0	Green
YC104	Highway Searches		24		6	18	Amber
Total: PARKING			**4,358**	**323**	**2,620**	**1,738**	

MTFS Savings Ref	Saving proposal	Description	2021/22 £'000s	2021/22 Saving achieved YTD £'000s	2021/22 Projected Full Year Savings £'000s	2021/22 Savings (surplus)/ shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Economy							
20/25-EC08	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)			(100)	
PL8	Soft FM Efficiency	Re-commissioning of soft FM services and services delivered through Amey contract (e.g. efficiencies in postage & franking, front of house, security).	(25)			(25)	
20/25-PL08	FM Transformation	Terminating the Amey contract for FM Services and bringing Soft FM back in-house, and transferring Hard FM to Homes for Haringey. Approximately 100 staff will be in scope for a TUPE transfer. The proposed saving will be achieved through improved efficiency and returning Amey overhead and profit to the council. The transformation will include purchase of a new Property IT system, and service improvements particularly relating to building repairs and maintenance.	(150)			(150)	
EC101	Additional Recharge to Housing Services		300			300	Green
EC102	Additional Planning income from introducing new charges		200			200	Amber
EC103	Reduction in Energy Consumption on corporate buildings		50			50	Amber
Total: Economy			**275**	**0**	**0**	**275**	

MTFS Savings Ref	Saving proposal	Description	2021/22 £'000s	2021/22 Saving achieved YTD £'000s	2021/22 Projected Full Year Savings £'000s	2021/22 Savings (surplus)/ shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Housing							
HO1	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.	573			573	Green
20/25-HO01	Transferring PSLs to HfH	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 additonal rental income of £1.19m if all leases were transferred. This would require, in each case, the landlords agreement to do so and additonal incentives may be required. A reduction in savings of 25% has thus been included to account for this and additonal costs	272			272	Amber
HO101	Housing Team Salaries - increase HRA contribution		274			274	Green
HO102	HfH taking over the lease of PSL properties on their expiry		209			209	Amber
Total: Housing			**1,328**	**0**	**0**	**1,328**	**0**

MTFS Savings Ref	Saving proposal	Description	2021/22 £'000s	2021/22 Saving achieved YTD £'000s	2021/22 Projected Full Year Savings £'000s	2021/22 Savings (surplus)/ shortfall £'000s	RAG Status (Delivery of 2020/21 Saving)
Your Council (incl Council-Wide)							
A6.2	Audit and Risk Management	Reduction in the value of the externally procured internal audit contract; potentially changing the assurance model, or reducing the number of audits completed.	20		0	20	**Amber**
YC1	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		5	0	**Green**
20/25-YC02	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 analytics. The overarching objective for the service is to increase fraud and corruption detection, and improve fraud prevention, share common risks across London, minimise losses and maximise recovery, so that fraud and corruption does not pay. Three data sources (Council Tax - Single Person Discount, Housing Tenancy and Non Domestic Rate records are entered into the analytics part of the Hub through a secure transfer. Using sophisticated technology, the Hub will analyse the data to identify frauds against the 32 London local authorities and the City of London Corporation.	25		25	0	**Green**
20/25-YC10	Additional sites for on street digital advertising	The proposal is to generate an income from the advertising opportunities in the borough. While we have recently awarded contract for our digital on street advertising, we are now looking at other forms of advertsing, which are sympathetic to the surroundings and maximise the councils commercial returns. This is in the form of street advertising, out of home advertising, and libraries/customer services advertising.	52		26	26	**Amber**
YC106	Reduction in Legal Services Support		163		163	0	**Green**
YC105	Digital Services - Establishment Savings		250		250	0	**Green**
YC101	Finance Savings		202		202	0	**Green**
YC109	HR Savings		105		105	0	**Green**
Total: Your Council			**822**	**0**	**776**	**46**	**0**
	Digital Together	Cross-Cutting Saving Proposal	750	90	90	660	**Amber/ Red**

Appendix 4

2021/22 Capital Monitoring @ Quarter Two (Sept 2021) Projection Sheet			21/22 Full year Revised Budget	2021/22 Full year Forecast Outturn	Budget Variance (Underspend) / Overspend	Movement between QTR. 2 & QTR. 1 Variance
SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION OF CAPITAL SCHEME	£,000	£,000	£,000	£,000
101	Primary Sch - repairs & maintenance	A range of repairs to various schools covering boiler replacement, rewiring and other items.	6,845	5,500	(1,345)	(253)
102	Primary Sch - mod & enhance (Inc SEN)	A range of larger, substantial repairs to schools such as re roofing works, new windows, and major fabric replacement	24,126	22,564	(1,562)	(1,511)
103	Primary Sch - new places	To fund expansion of schools if required	362	49	(313)	(2)
104	Early years	To provide funding to increase/secure early years places	205	10	(195)	10
109	Youth Services	This budget is provision for the borough's Youth Services projects.	229	229	0	172
110	Devolved Sch Capital	This is passed 100% to schools	531	531	0	0

114	Secondary Sch - mod & enhance (Inc SEN)	A range of larger, substantial repairs to schools such as re roofing works, new windows, and major fabric replacement	**5,029**	**2,002**	**(3,027)**	**(1,108)**
117	Children Safeguarding & Social Care	This scheme is designed to increase the capacity to retain LAC in-borough	**495**	**105**	**(390)**	**120**
118	Special Educational Needs Fund (New Provision Fund)	This scheme is to fund the SEND programme and the budget has been transferred scheme 102.	**1,024**	**0**	**(1,024)**	**0**
121	Pendarren House	Works to the facility to bring it to a high standard of repair	**858**	**699**	**(159)**	**(158)**
122	Alternative Provision Strategy	To fund capital works that increase the number of AP places in the borough	**0**	**0**	**0**	**(1,300)**
123	Wood Green Youth Hub	This budget is provision for the new W.G Youth Hub	**1,223**	**1,223**	**(0)**	**(40)**
199	P1 Other (inc Con't & Social care)	This is a small programme contingency budget.	**98**	**14**	**(84)**	**(111)**
People - Children's			**41,024**	**32,926**	**(8,098)**	**(4,181)**

The quarter 2 forecast outturn is showing an under budget position of £8.1m which can be largely attributed to both the Primary & Secondary School repairs & enhancement budget at £6.2m variance. These budgets have not been reprofiled yet, as spend in these areas are unpredictable and it would not be prudent to reduce the budgets until the third quarter return. The underspend position is further exacerbated due to £1.024m SEND funding received during the second quarter of this financial year. This new funding is yet to be allocated.

The quarter 2 forecast outturn is showing a further reduction in forecast by £4.2m from quarter 1's position. This is largely due to anticipated slippage in the major capital works on both Primary and Secondary School repairs & maintenance budget at £2.9m variance. The Alternative Provision Strategy forecast has also reduced by circa £1.3m, due to procurement delays. These budgets have not been reprofiled as spend in this area is unpredictable and it would not be prudent to reduce the budget.

201	Aids, Adap's & Assistive Tech - Home Owners (DFG)	Grant funded programme of aids and adaptations to enable people to remain in their home	**3,581**	**3,581**	**(0)**	**(0)**
207	New Day Opp's Offer	This budget is funding for The Haven/Roundways project	**66**	**178**	**113**	**137**
208	Supported Living Schemes	Funding to convert property to supported living schemes reducing high cost placements with no loss of quality of service	**456**	**0**	**(456)**	**0**
209	Assistive Technology	The funding for AT will provide a greater range of Assistive Technology interventions that will enable individuals to live independently and safely for longer in their own homes, as well as greater opportunity for improved outcomes through better information and	**1,759**	**822**	**(937)**	**(158)**

		proactive intervention.				
211	Community Alarm Service	This is the funding for the capital element of the service	**177**	**177**	**0**	**0**
212	Linden House Adaptation	This project is complete with a minor retention	**35**	**55**	**20**	**2**
213	Canning Crescent Assisted Living	This project is to provide a number of assisted living places	**3,581**	**3,582**	**0**	**0**
214	Osborne Grove Nursing Home	The scheme is in development to provide a 70 bed nursing home.	**1,783**	**1,579**	**(204)**	**(198)**
217	Burgoyne Road (Refuge Adaptations)	This project is to provide a new women's refuge	**736**	**231**	**(505)**	**(2)**
218	Social Emotional & Mental Health Provision	This budget is to provide funding to provide additional in borough provision	**900**	**0**	**(900)**	**0**
221	Social Care System Implementation	This budget is to provide funding for the implementation of a new social care system	**1,600**	**1,051**	**(549)**	**551**
People - Adults			**14,673**	**11,255**	**(3,418)**	**332**

Adults quarter 2 position is reporting an insignificant variance from quarter 1 and there are no changes from the quarter 1 budget position.						
301	Street Lighting	This is the annual investment in capital maintenance	**1,513**	**1,263**	**(250)**	**(250)**
302	Borough Roads	This is the annual investment in capital maintenance	**4,716**	**4,129**	**(587)**	**(587)**
303	Structures (Highways)	This is the annual investment in capital maintenance	**526**	**99**	**(427)**	**(427)**
304	Flood Water Management	This is the annual investment in capital maintenance	**909**	**809**	**(100)**	**75**
305	Borough Parking Plan	This funding underpins the borough parking plan	**714**	**346**	**(368)**	**(199)**
307	CCTV	This funding underpins the borough CCTV plan	**1,784**	**2,387**	**603**	**603**
309	Local Implementation Plan(LIP)	This funding is provided by TfL for infrastructure works called the Local Implementation Plan (LIP)	**1,169**	**1,189**	**20**	**905**
310	Developer S106 / S278	This funding is provided by developers to offset the deleterious effect of their development so that it is acceptable in planning terms	**869**	**543**	**(326)**	**(108)**

311	Parks Asset Management:	This is the annual investment in capital maintenance	**458**	**459**	**0**	**26**
313	Active Life in Parks:	This is the annual investment in capital maintenance	**1,014**	**1,015**	**0**	**100**
314	Parkland Walk Bridges	Investment in the refurbishment of a number of bridges	**1,133**	**1,133**	**0**	**(0)**
317	Down Lane MUGA	This budget is to cover investment in Down Lane Park	**57**	**57**	**0**	**(0)**
321	MOPAC - Crime & Disorder Reduction	This is a grant funded scheme	**49**	**49**	**0**	**49**
322	Finsbury Park	This budget is to cover investment in Finsbury Park funded through the events income	**135**	**135**	**0**	**35**
323	Parking Strategy	This funding underpins the borough parking strategy	**1,160**	**859**	**(302)**	**(302)**
325	Parks Vehicles	This budget is to be used for the procurement of energy efficient park vehicles. It is self-funding and is aimed to reduce carbon emissions.	**0**	**0**	**0**	**0**

328	Street & Greenspace Greening Programme	This is an annual programme of investment in street & greenspace tree planting programme. The programme is used to match fund other external funds and sponsorship opportunities to deliver circa 200-250 trees per year. The current programme is much greater than this due to a large grant from the Urban Tree Challenge Fund and NCIL funding in four wards.	**283**	**283**	**0**	**0**
329	Park Building Carbon Reduction and Improvement Programme	A four year programme to improve the quality of the parks operational estate (13 buildings) including reducing the energy consumption and water usage by installing new technologies to reduce the carbon emissions to Zero in line with the Climate Action Plan targets for 2027.	**1,050**	**100**	**(950)**	**(950)**

331	Updating the boroughs street lighting with energy efficient Led light bulbs	This budget supports the upgrade of the borough's lighting to LED bulbs	**4,151**	**3,430**	**(721)**	**(721)**
332	Disabled Bay/Blue Badge	The scheme is to fund new disabled bays and to upgrade existing ones.	**552**	**110**	**(442)**	**(190)**
333	Waste Management	To upgrade waste infrastructure in the public realm	**270**	**270**	**0**	**0**
334	Parks Depot Reconfiguration	A one off programme to facilitate the rationalisation of the parks operational depots across the borough.	**400**	**250**	**(150)**	**(150)**
335	Streetspace Plan	This scheme is to improve the street environment within Haringey.	**5,100**	**1,729**	**(3,371)**	**(3,371)**
336	New River Acquisition	This scheme is to improve the street environment within Haringey.	**305**	**305**	**0**	**305**
419	NPD Phase 2 LBH Match Funding	This scheme is now concluded.	**5**	**5**	**(0)**	**5**
119	School Streets	The funding is to support the roll out of the schools streets initiative	**1,105**	**1,030**	**(75)**	**(75)**
444	Marsh Lane	The scheme is to provide a new depot on Marsh Lane, to be completed by November 2021	**8,754**	**8,456**	**(298)**	**(4)**

447	Alexandra Palace - Maintenance	The funding is made up of a regular £470k capital maintenance budget for the upkeep of the palace. In addition there are two projects underway	**1,821**	**1,822**	**0**	**494**
472	JLAC Match Fund	The scheme is to refurbish elements of Jackson Lane Arts Centre	**880**	**396**	**(484)**	**(484)**
606	Hornsey Library Refurbishment	This scheme is now concluded.	**16**	**55**	**39**	**39**
621	Libraries IT and Buildings upgrade	This is a programme of upgrades to the libraries in the borough	**1,996**	**885**	**(1,111)**	**(44)**
623	Wood Green Library	The funding is to undertake upgrades to Wood Green library	**1,000**	**22**	**(978)**	**22**
652	Libraries - Re-imaging our Libraries offer for a better future	This is a self funding budget to drive greater use in the libraries	**0**	**0**	**0**	**0**
Place - Safe & Sustainable Places			**43,894**	**33,618**	**(10,276)**	**(5,204)**

The Place capital programme has had reprofiled resources of £0.92m within Parks Vehicles due to procurement delays. The quarter 2 forecast is showing an under budget position of £10.3m. The four largest variances relate to, Streetspace Plan, £3.4m, the branch libraries programme, £1.1m, Parks building carbon reduction improvement programme, £1m and the Wood Green Library scheme, £1m. There have been delays to the branch libraries programme as upon investigation additional condition works have been identified that would be best corrected as part of the upgrade programme. The Wood Green Library repairs are being specified and may take place later this year and so the forecast may improve.

The quarter 2 forecast is showing a reduction in forecast of £5.2m from quarter 1. This is largely due to reduction in spend on the Streetspace Plan budget, which is anticipated to be allocated over a 3 year period. There are further anticipated reduction in spend on School Streets and Park Building Carbon Reduction/Improvement programme, due to delays in project surveys and planning works. There are other minor budget variances.						
401	Tottenham Hale Green Space	This budget is to deliver improvements to Down Lane Park and the Paddock green spaces	**1,352**	**1,151**	**(200)**	**(187)**
402	Tottenham Hale Streets	This budget is to deliver public realm improvements in Tottenham Hale	**1,759**	**1,759**	**(0)**	**0**
404	Good Economy Recovery plan	This scheme is to provide interventions in high streets, to promote economic activities.	**1,637**	**838**	**(799)**	**(217)**
406	Opportunity Investment Fund	The budget is provided by the GLA and is used to provide loans to businesses	**542**	**542**	**0**	**0**
411	Tottenham Heritage Action Zone (HAZ)	This budget funded by Historic England is to deliver shop front improvements, heritage restoration and public realm improvements within Bruce Grove Conservation Area	**1,579**	**1,267**	**(312)**	**(312)**

415	North Tott Heritage Initiative	This budget funded by National Heritage Lottery Fund is to deliver shop front improvements in Northumberland Park Conservation Area	**360**	**285**	**(75)**	**(37)**
418	Heritage building improvements	This scheme is largely grant-funded, to undertake works to private properties, to safeguard heritage buildings.	**1,589**	**1,589**	**(0)**	**(0)**
421	HRW Acquisition	The budget is for the acquisition of properties as part of the HRW redevelopment. The costs will be met by the developer.	**6,644**	**6,644**	**(0)**	**(1,653)**
429	Site Acq (Tott & Wood Green)	The budget is to provide the capacity to respond to opportunities to acquire properties. The spending of the budget is subject to a business case.	**3,465**	**3,465**	**0**	**(11,315)**
430	Wards Corner CPO	The budget is to provide resources to undertake the CPO process on Wards Corner.	**0**	**0**	**0**	**(3,500)**
438	Vacant possession Civic Centre (Woodside	This is a retention budget for this completed scheme.	**22**	**(1)**	**(23)**	**(23)**

	House Refurbishment)					
452	Low Carbon Zones	This budget is used to undertake works pertaining to the neighbourhood of the future projects, which is solely funded by TfL	**200**	**153**	**(48)**	**102**
453	New workspace scheme at Stoneleigh Road car park	This budget is for the provision of mixed use workspace and housing. This budget is for the workspace element	**0**	**0**	**0**	**0**
454	HALS Improvement Programme	The scheme is to improve the physical environment of the service and to improve its on line offer	**304**	**225**	**(79)**	**16**
455	Replacement Cloud based IT solutions for Planning, Building Control & Land Charges	The funding is to be used for a replacement IT solution for planning	**642**	**405**	**(237)**	**(7)**
457	Future High Street Project	This budget funded by MHCLG is to deliver site acquisition, public realm improvements, workspace, market, community spaces and CCTV investments in Seven Sisters,	**6,302**	**4,811**	**(1,491)**	**4,587**

		Tottenham Green and Bruce Grove.				
458	SIP - Northumberland PK BB & WorkSpace/Biz Support	This is a grant funded project to deliver broadband and Workspace/business support.	**252**	**252**	**(0)**	**226**
459	Wood Green Regen Sites	This scheme is to deliver the WG cultural quarter, WG central and Turnpike lane improvement plan.	**788**	**241**	**(547)**	**(547)**
464	Bruce Castle	The funding it to match fund eternal funding (should there be any) and spend is subject to a successful business case	**557**	**257**	**(300)**	**257**
465	District Energy Network (DEN)	The funding is to support the creation of a decentralised energy network and is subject to a successful business case	**560**	**560**	**(1)**	**(1)**
470	Wood Green Library & Customer Service Centre	This budget is for the development of the WG headquarters and associated works	**7,788**	**0**	**(7,788)**	**0**

471	Tailoring Academy Project	This is a grant to the Tailoring Academy	**15**	**5**	**(10)**	**(4)**
473	Enterprising Tottenham High Road (ETHR)	This budget funded by GLA is to invest in workspace in Bruce Grove	**1,181**	**408**	**(773)**	**(773)**
474	Tottenham High Road Strategy	The budget is the LBH contribution to support delivery of projects within Tottenham High Road strategy area	**807**	**721**	**(86)**	**(19)**
475	Heart of Tottenham (HOT)	This budget is for the delivery of the Tottenham Green phase two works, which entails the creation of a new public square (behind the old town hall), hard & soft landscaping and a new Library garden.	**173**	**197**	**24**	**73**
478	Wood Green Good Growth Fund	This is a GLA funded scheme to promote growth in WG area.	**277**	**640**	**363**	**350**
479	54 Muswell Hill Health Centre	The Council is leasing the property to the NHS and the funding is to undertake some remedial works to the property and cover professional fees	**100**	**0**	**(100)**	**(100)**
480	Wood Green Regen (2)	This budget is to facilitate the wider	**696**	**1,083**	**387**	**385**

		regeneration of the WG area.				
481	Strategic Investment Pot	This is funding provided the Corporation of London for economic development purposes	**2,031**	**950**	**(1,081)**	**950**
482	Strategic Property	This is funding for works to the commercial portfolio	**5,202**	**0**	**(5,202)**	**(3,170)**
483	Production Valley Fund (SIP)	This budget provides loans to businesses and is funded by the Corporation of London	**643**	**643**	**0**	**0**
488	Liveable Seven Sisters (LSS)	This budget is to deliver public realm and parks improvements in Seven Sisters	**0**	**0**	**0**	**0**
493	Bruce Grove Yards (BGY)	This budget is to deliver public realm improvements in Bruce grove	**0**	**0**	**0**	**0**
4001	Maintenance of Tottenham Green Workshops	This is to undertake landlord works at the site	**681**	**30**	**(651)**	**(649)**
4002	Northumberland Park estate area public realm	This funding is to improve the public realm in this area	**500**	**250**	**(250)**	**(250)**
4003	Tottenham Hale Housing Zone Funding	This budget funded by GLA is to invest in public realm within the Tottenham Hale Housing Zone	**532**	**532**	**(0)**	**32**

4005	SME Workspace Intensification	The funding is to intensify use of the Council's industrial estate and spend is subject to a successful business case	**684**	**0**	**(684)**	**(683)**
4006	Acquisition of head leases	The funding is to acquire headleases and any acquisition will be subject to a successful business case	**5,400**	**5,400**	**(0)**	**5,400**
4007	Tottenham Hale Decentralised Energy Network (DEN)	The funding is to support the creation of a decentralised energy network and is subject to a successful business case	**685**	**685**	**0**	**0**
4008	Wood Green Decentralised Energy Network (DEN)	The funding is to support the creation of a decentralised energy network and is subject to a successful business case	**1,085**	**660**	**(425)**	**(425)**
4009	Additional Carbon Reduction Project	This budget is to assist other capital schemes to become more carbon efficient and it is self-funded.	**500**	**150**	**(350)**	**150**
4010	Selby Urban Village Project	The funding is to support the redevelopment of the Selby Centre and associated works	**1,197**	**663**	**(534)**	**214**

4011	Commercial Property Remediation	Funding to undertake landlord obligations.	**109**	**183**	**74**	**75**
4993	Pride in the High Road (PITHR)	This budget is to deliver placemaking / identity projects along Tottenham High Road	**0**	**0**	**0**	**0**
Economy - Growth & Employment			**58,841**	**37,642**	**(21,199)**	**(11,054)**

The Economy capital programme has reprofiled resources of £6.67m into future years. The scheme that have been reprofiled is The Tottenham Hale Housing Zone funding budget, due to the planned utilisation of other external funds, such as the GLA - GGF and FHSF first.
The quarter 2 forecast is reporting an under budget position of £21.2m. The major contributors to the adverse variance are the Wood Green Library & Customer Service Centre, £7.8m, Strategic Property, £5.2m, underspend on the Future High Streets Fund projects, £1.5m, Strategic Investment Pot project, £1.1m. There are range of other smaller underspends.

The quarter 2 forecast is reporting a forecast reduction of £11.1m in comparison to quarter 1. The major contributors to the variance are due to anticipated reduction in spend on the Regen Site Acquisition forecast, £11.3m, Wards Corner CPO forecast, £3.5m and Strategic Property forecast, £3.2m. There are range of other smaller slippages and minor variations.

509	CPO - Empty Homes	The budget is to allow the Council to undertake CPO on properties should it be required	**0**	**0**	**0**	**0**
512	Wholly Owned Company	The funding is to enable the establishment of a company should it be decided to establish one.	**0**	**0**	**0**	**0**
Housing (GF) Homes & Communities			**0**	**0**	**0**	**0**

The Housing General Fund budget is reporting no spend and no forecast spend. The budgets contained within this area are framework budget, the CPO budget, £8.1m and the budget for the Wholly Owned Company, £5m.						
601	Business Imp Programme	This budget is funding IT development to support the new ways of working	**122**	**44**	**(78)**	**(4)**
602	Corporate IT Board	This budget is funding IT development to support the new ways of working	**1,520**	**1,232**	**(288)**	**177**
604	Continuous Improvement	This budget delivers upgrade to the council's IT infrastructure.	**2,245**	**2,101**	**(144)**	**1,410**
605	Customer Services (Digital Transformation)	This budget is to provide capital works at the WG Customer Services centre.	**471**	**221**	**(250)**	**(250)**
607	Financial Management System Replacement	The budget is to fund upgrades to the existing SAP system to enhance functionality	**2,522**	**1,853**	**(669)**	**46**
622	Customer First	This budget is to support the delivery of the councils Customer First strategy.	**101**	**105**	**4**	**(589)**
624	Digital Together	This budget is to support the delivery of the councils Customer First strategy.	**500**	**0**	**(500)**	**0**

	639	Ways of Working	This budget is to support the delivery of the councils accommodation strategy.	**483**	**89**	**(393)**	**34**
	640	Accommodation Move	This budget supports capital expenditures associated with office moves.	**0**	**0**	**0**	**(0)**
	650	Connected Communities	This budget provides capital funds to support the Connected Communities initiative.	**1,258**	**0**	**(1,258)**	**0**
	653	Capital Support for IT Projects	This budget provides IT support to other schemes in the programme and it's self-funding.	**784**	**341**	**(443)**	**(82)**
	698	Responsiveness Fund	The budget is to allow the Council to respond to in year match funding opportunities	**2,000**	**2,000**	**0**	**0**
	316	Asset Management of Council Buildings	This scheme funds works to the council's operational buildings.	**9,222**	**8,403**	**(818)**	**1,055**
	330	Civic Centre Works	This scheme is for the Civic centre refurbishment works	**7,703**	**7,703**	**0**	**1**
	699	P6 - Approved Capital Programme Contingency	This is the approved capital programme contingency.	**2,187**	**2,187**	**(0)**	**(739)**
Your Council				**31,118**	**26,280**	**(4,838)**	**1,058**

The quarter 2 forecast is an adverse variance of £4.8m. The main contributors to the variance are due following programmes: replacement of the financial management system, £0.7m, the connected communities programme, £1.3m, and Digital Together programme, £0.5m. The asset management of council buildings budget is projecting to underspend by £0.8m. However, it is possible that expenditure will improve throughout the year and there are other minor variations within other programmes.						
The quarter 2 forecast is an adverse variance of £1.1m from quarter 1. The main contributors to this variance is attributable to Corporate Landlord and continuous Improvement budgets, due to planned external refurbishment projects works at St Anns, Muswell Hill and Highgate Libraries, including other extension and refurbishment works. There are other minor variations.						
TOTAL GF CAPITAL PROGRAMME			**189,550**	**141,722**	**(47,829)**	**(19,049)**
202	HRA - P2 Aids, Adap's & Assist Tech -Council	Adaptations capital works for Council HRA properties to enable identified residents to help live an independent life.	**1,100**	**1,100**	**(0)**	**(0)**
550	New Homes Acquisition	Acquisition of new homes to supplement the existing HRA housing stock	**75,441**	**37,814**	**(37,627)**	**(5,951)**
551	Existing Home Acquisitions - TA	Acquisition of existing homes to supplement existing HRA housing stock	**33,877**	**31,732**	**(2,145)**	**440**
552	HRA – P5 Carbon Reduction	HRA capital programme contribution to the authorities overall climate change action plan to substantially reduce carbon emissions in	**5,892**	**5,200**	**(692)**	**(19)**

		the housing stock (managed by HfH)				
553	HRA – P5 Fire Safety	HRA capital programme fire safety essential compliance works to the housing stock. (managed by HfH)	**15,329**	**6,358**	**(8,971)**	**226**
554	Broadwater Farm Project	Demolition and re-building of identified blocks within the Broadwater Farm estate due to urgent health & safety issues.(managed by HfH)	**14,529**	**7,847**	**(6,682)**	**(1,082)**
590	HRA - P5 Homes for Haringey (HFH)	HRA housing stock original capital existing stock programme , includes internal and external major , legacy decent homes and Noel park pods works programmes. (managed by HfH)	**64,178**	**39,285**	**(24,893)**	**(3,744)**
599	New Homes Build Programme	Building of new homes to supplement and increase the existing HRA housing stock	**66,687**	**22,815**	**(43,872)**	**(18,906)**
TOTAL HRA CAPITAL PROGRAMME			**277,033**	**152,151**	**(124,882)**	**(29,038)**

In comparison to quarter one's position, the overall HRA Capital programme is reporting a projected total underspend of £29m. The significant variances relates to New Homes build & Acquisitions, and Existing stock maintenance programme. These are caused by programme slippages due to the impacts Covid and Brexit have had on supply of materials and building costs. These led to delays on some onsite activity and procurement processes. Additionally, Covid has impacted on resources in the various teams tasked with delivering the programmes, as well as supporting Teams.

OVERALL CAPITAL PROGRAMME			**466,583**	**293,872**	**(172,711)**	**(48,087)**

2021/26 (GF) CAPITAL MTFS BUDGET (INCLUDING 2020/21 C/F's) STORY BOARD AS AT QUARTER TWO APPENDIX 5

SCHEME REF	SCHEME NAME	2021/22 Revised Budget	2021/22 (IN-YEAR) Budget Virement	2021/22 (FUTURE YEARS) Budget Virement	2021/22 Revised Budget (aft... Virement)	2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2021/22 - 25/26 Total	Overall 2021 - 26 MTFS Budget Variance (Increase / (Decrease)
		£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000	£,000
101	Primary Sch - repairs & maintenance	5,091	1,754		6,845	5,700	5,000	5,000	5,000	27,545	18,454
102	Primary Sch - mod & enhance (Inc SEN)	28,755	(2,002)	(2,627)	24,126	15,452	13,480	11,000	4,000	68,058	(18,702)
103	Primary Sch - new places	362			362	0	0	0	0	362	0
104	Early years	205			205	0	0	0	0	205	0
109	Youth Services	229			229	0	0	0	0	229	0
110	Devolved Sch Capital	531			531	531	531	531	531	2,655	0
114	Secondary Sch - mod & enhance (Inc SEN)	5,997		(968)	5,029	270	270	270	270	6,107	0
117	Children Safeguarding & Social Care	495			495	0	0	0	0	495	0
118	Special Educational Needs Fund (New Provision Fund)	0	1,024		1,024	0	0	0	0	1,024	1,024
121	Pendarren House	2,276		(1,418)	858	2,243	2,913	70	0	6,084	0
122	Alternative Provision Strategy	1,300		(1,300)	0	600	1,800	4,800	4,800	12,000	0
123	Wood Green Youth Hub	1,015	208		1,223	0	0	0	0	1,223	208
199	P1 Other (inc Con't & Social care)	223		(125)	98	125	0	0	0	223	0
People - Children's		46,478	984	(6,438)	41,024	24,921	23,994	21,671	14,601	126,209	984
201	Aids, Adap's & Assistive Tech -Home Owners (DFG)	3,095	486		3,581	2,193	2,193	2,193	2,200	12,360	486
207	New Day Opp's Offer	66			66	0	0	0	0	66	0
208	Supported Living Schemes	6,456		(6,000)	456	4,500	3,000	3,000	0	10,956	0
209	Assistive Technology	1,759			1,759	500	0	0	0	2,259	0
211	Community Alarm Service	177			177	177	177	177	177	885	0
212	Linden House Adaptation	35			35	0	0	0	0	35	0
213	Canning Crescent Assisted Living	6,390		(2,809)	3,581	100	0	0	0	3,681	(3,759)
214	Osborne Grove Nursing Home	17,783		(16,000)	1,783	6,036	34,504	2,545	1,094	45,962	(0)
217	Burgoyne Road (Refuge Adaptations)	2,736		(2,000)	736	2,250	0	0	0	2,986	0
218	Social Emotional & Mental Health Provision	900			900	600	600	600	0	2,700	0
221	Social Care System Implementation	1,600			1,600	1,600	0	0	0	3,200	0
People - Adults		40,996	486	(26,809)	14,673	17,956	40,474	8,515	3,471	85,089	(3,274)

119	School Streets	**1,105**			**1,105**	600	600	600	0	**2,905**	**0**
301	Street Lighting	**1,513**			**1,513**	1,300	1,300	1,300	1,300	**6,713**	**0**
302	Borough Roads	**4,716**			**4,716**	4,769	6,044	6,924	6,924	**29,377**	**0**
303	Structures (Highways)	**526**			**526**	0	0	0	0	**526**	**0**
304	Flood Water Management	**734**	**175**		**909**	680	710	0	0	**2,299**	**175**
305	Borough Parking Plan	**714**			**714**	321	321	321	321	**1,998**	**0**
307	CCTV	**1,784**			**1,784**	1,000	550	0	0	**3,334**	**0**
309	Local Implementation Plan(LIP)	**1,949**	**(780)**		**1,169**	1,000	1,000	1,000	1,000	**5,169**	**(780)**
310	Developer S106 / S278	**869**			**869**	250	250	250	250	**1,869**	**0**
311	Parks Asset Management:	**433**	**26**		**458**	300	300	300	300	**1,658**	**26**
313	Active Life in Parks:	**1,014**			**1,014**	230	230	230	230	**1,934**	**0**
314	Parkland Walk Bridges	**2,252**		**(1,119)**	**1,133**	1,615	85	0	0	**2,833**	**0**
317	Down Lane MUGA	**57**			**57**	0	0	0	0	**57**	**0**
321	MOPAC - Crime & Disorder Reduction	**49**			**49**	0	0	0	0	**49**	**0**
322	Finsbury Park	**1,135**		**(1,000)**	**135**	600	600	1,000	0	**2,335**	**0**
323	Parking Strategy	**960**	**200**		**1,160**	0	0	0	0	**1,160**	**200**
325	Parks Vehicles	**720**		**(720)**	**0**	720	0	0	0	**720**	**0**
328	Street & Greenspace Greening Programme	**283**			**283**	100	100	100	0	**583**	**0**
329	Park Building Carbon Reduction and Improvement Programme	**1,050**			**1,050**	800	800	0	0	**2,650**	**0**
331	Updating the boroughs street lighting with energy efficient Led light bulbs	**4,151**			**4,151**	0	0	0	0	**4,151**	**0**
332	Disabled Bay/Blue Badge	**552**			**552**	0	0	0	0	**552**	**0**
333	Waste Management	**270**			**270**	200	0	0	0	**470**	**0**
334	Parks Depot Reconfiguration	**400**			**400**	0	0	0	0	**400**	**0**
335	Streetspace Plan	**5,370**	**(270)**		**5,100**	0	0	0	0	**5,100**	**(270)**
336	New River Acquisition	**0**	**305**		**305**					**305**	**305**
419	NPD Phase 2 LBH Match Funding	**5**			**5**	0	0	0	0	**5**	**0**
444	Marsh Lane	**8,754**			**8,754**	266	0	0	0	**9,020**	**0**
447	Alexandra Palace - Maintenance	**470**	**1,351**		**1,821**	470	470	470	470	**3,701**	**1,351**
472	JLAC Match Fund	**880**			**880**	0	0	0	0	**880**	**0**
606	Hornsey Library Refurbishment	**0**	**16**		**16**	0	0	0	0	**16**	**16**
621	Libraries IT and Buildings upgrade	**1,996**			**1,996**	0	0	0	0	**1,996**	**0**
623	Wood Green Library	**1,000**			**1,000**	1,000	0	0	0	**2,000**	**0**
652	Libraries - Re-imaging our Libraries offer for a better future	**650**		**(650)**	**0**	650	0	0	0	**650**	**0**
Place - Safe & Sustainable Places		**46,360**	**1,023**	**(3,489)**	**43,894**	**16,871**	**13,360**	**12,495**	**10,795**	**97,415**	**1,023**

401	Tottenham Hale Green Space	810		542	1,352	4,406	2,055	4,849	0	12,661	0
402	Tottenham Hale Streets	11,221		(9,461)	1,759	9,143	800	1,319	0	13,021	0
4003	Tottenham Hale Housing Zone Funding	6,735		(6,203)	532	10,989	0	3,203	0	14,724	(0)
404	Good Economy Recovery plan	1,637			1,637	500	100	0	0	2,237	0
406	Opportunity Investment Fund	542			542	0	0	0	0	542	0
411	Tottenham Heritage Action Zone (HAZ)	1,319	260		1,579	2,000	1,200	0	0	4,779	260
415	North Tott Heritage Initiative	360			360	0	0	0	0	360	0
418	Heritage building improvements	1,589			1,589	0	0	0	0	1,589	0
421	HRW Acquisition	107,738			107,738	3,940	6,830	6,000	4,600	129,108	0
429	Site Acq (Tott & Wood Green)	57,072			57,072	14,000	10,000	12,000	0	93,072	0
430	Wards Corner CPO	10,000			10,000	0	0	0	0	10,000	0
435	Wood Green Station Road	0			0	0	0	0	0	0	0
438	Vacant possession Civic Centre (Woodside House Refurbishment)	22			22	0	0	0	0	22	0
452	Low Carbon Zones	50	150		200	0	0	0	0	200	150
453	New workspace scheme at Stoneleigh Road car park	400	(400)		0	1,000	0	0	0	1,000	(400)
454	HALS Improvement Programme	125	178		303	0	0	0	0	303	178
455	Replacement Cloud based IT solutions for Planning, Building Control & Land Charges	642			642	0	0	0	0	642	0
457	Future High Sreeet Project	0	6,302		6,302	0	0	0	0	6,302	6,302
458	SIP - Northumberland PK BB & WorkSpace/Biz Support	0	1,742	(1,490)	252	1,490	0	0	0	1,742	1,742
459	Wood Green Regen Sites	0	788		788	0	0	0	0	788	788
464	Bruce Castle	5,557		(5,000)	557	6,000	8,500	5,000	0	20,057	0
465	District Energy Network (DEN)	2,331		(1,771)	560	6,500	3,500	1,771	0	12,331	0
470	Wood Green Library & Customer Service Centre	7,788			7,788	6,400	7,000	6,000	0	27,188	0
471	Tailoring Academy Project	15			15	0	0	0	0	15	0
473	Enterprising Tottenham High Road (ETHR)	1,907	(726)		1,181	451	0	0	0	1,632	(726)
474	Tottenham High Road Strategy	484	323		807	587	0	0	0	1,394	323
475	Heart of Tottenham (HOT)	773	(600)		173	0	0	0	0	173	(600)
478	Wood Green Good Growth Fund	50	227		277	0	0	0	0	277	227
479	54 Muswell Hill Health Centre	100			100	0	0	0	0	100	0
480	Wood Green Regen (2)	9,269	(946)	(7,627)	696	8,000	7,750	8,664	7,627	32,736	(877)
481	Strategic Investment Pot	2,831	(800)		2,031	1,950	0	0	0	3,981	(800)
482	Strategic Property	5,202			5,202	254	3	0	0	5,459	0
483	Production Valley Fund (SIP)	643			643	0	0	0	0	643	0
488	Liveable Seven Sisters (LSS)	1,704	(1,704)		0	2,250	1,019	0	0	3,269	(1,704)
493	Bruce Grove Yards (BGY)	1,326	(1,326)		0	1,670	218	0	0	1,888	(1,326)
4001	Maintenance of Tottenham Green Workshops	681			681	0	0	0	0	681	0
4002	Northumberland Park estate area public realm	1,000		(500)	500	500	0	0	0	1,000	0
4005	SME Workspace Intensification	2,116	(1,432)		684	3,500	4,000	0	0	8,184	(1,432)
4006	Acquisition of head leases	19,981		(13,000)	6,981	12,000	13,000	0	0	31,981	0
4007	Tottenham Hale Decentralised Energy Network (DEN)	1,814		(1,129)	685	3,129	5,000	7,000	7,500	23,314	0
4008	Wood Green Decentralised Energy Network (DEN)	1,614		(529)	1,085	2,529	2,500	7,500	7,500	21,114	0
4009	Additional Carbon Reduction Project	4,500		(4,000)	500	3,000	3,000	3,000	4,000	13,500	0
4010	Selby Urban Village Project	5,297		(4,100)	1,197	25,000	25,000	15,000	21,416	87,613	0
4011	Commercial Property Remediation	109			109	0	0	0	0	109	0
4993	Pride in the High Road (PITHR)	696	(696)		0	432	0	0	0	432	(696)
Economy - Growth & Employment		**278,051**	**1,341**	**(54,269)**	**225,122**	**131,619**	**101,474**	**81,306**	**52,643**	**592,164**	**1,409**

509	CPO - Empty Homes	**8,050**			**8,050**	1,000	1,000	0	0	**10,050**	**0**
512	Wholly Owned Company	**5,000**			**5,000**	0	0	0	0	**5,000**	**0**
Housing (GF) Homes & Communities		**13,050**	**0**	**0**	**13,050**	**1,000**	**1,000**	**0**	**0**	**15,050**	**0**
316	Asset Management of Council Buildings	**9,222**			**9,222**	4,331	1,381	4,000	4,000	**22,934**	**0**
330	Civic Centre Works	**7,703**			**7,703**	5,500	4,500	5,000	1,250	**23,953**	**0**
601	Business Imp Programme	**122**			**122**	0	0	0	0	**122**	**0**
602	Corporate IT Board	**2,796**	**124**	**(1,400)**	**1,520**	1,400	0	0	0	**2,920**	**1,558**
604	Continuous Improvement	**2,245**	**0**		**2,245**	950	950	950	950	**6,045**	**282**
605	Customer Services (Digital Transformation)	**471**			**471**	0	0	0	0	**471**	**0**
607	Financial Management System Replacement	**2,522**			**2,522**	650	0	0	0	**3,172**	**0**
622	Customer First	**2,101**	**(2,000)**		**101**	0	0	0	0	**101**	**(2,000)**
624	Digital Together	**0**	**500**		**500**	0	0	0	0	**500**	**500**
639	Ways of Working	**483**			**483**	0	0	0	0	**483**	**0**
640	Accommodation Move	**0**			**0**	0	0	0	0	**0**	**0**
650	Connected Communities	**1,258**			**1,258**	0	0	0	0	**1,258**	**0**
653	Capital Support for IT Projects	**784**			**784**	450	450	450	450	**2,584**	**(282)**
698	Responsiveness Fund	**2,000**			**2,000**	0	0	0	0	**2,000**	**0**
699	P6 - Approved Capital Programme Contingency	**3,800**	**(1,613)**		**2,187**	0	0	0	0	**2,187**	**(4,113)**
Your Council		**35,507**	**(2,989)**	**(1,400)**	**31,118**	**13,281**	**7,281**	**10,400**	**6,650**	**68,730**	**(4,055)**
TOTAL GF CAPITAL PROGRAMME		**460,441**	**845**	**(92,405)**	**368,881**	**205,647**	**187,583**	**134,386**	**88,160**	**984,657**	**(3,912)**

APPENDIX 6

Virements for Cabinet Approval – all within the Council's Financial Framework

Transfers from Reserves & Contingencies - for noting

Period	Priority	Service/AD Area	Rev/ Cap	In year	Next year	Reason for budget changes	Description
8	Place	Environment & Neighbourhoods	Revenue	397,000	397,000	Budget funding allocation	Drawdown from Transformation Reserve to support the Waste Transformation Programme.

Virements for Approval (2021/22)

6	People	Childrens	Revenue	435,800	435,800	Budget Realignment	Allignment of the Park Lane, Triangle and Woodside childrens centres budgets for 2021-22 to reflect actual performance.
6	Your Council	Dedicated Schools Grant (DSG)	Revenue	2,176,450	2,176,450	Budget Adjustment	Adjustments include increasing In-Year Fair Access panel staff budget to match 2020/21 outturn and increasing the Top-Up and Place Funding budgets that goes to special schools in order to match projections.
8	HRA	Housing Revenue Account	Revenue	564,513		Budget Adjustment	Reallocation of budget to fund the one-off costs of insourcing Homes for Haringey (HfH)
8	Your Council	Chief Finance Officer	Revenue	4,340,000	4,340,000	Budget Realignment	Realignment of Capital Financing budgets to better reflect actual costs
		Total 2021/22		**7,913,763**	**7,349,250**		

Proposed Capital Virements for Quarter 2 (2021/22)

Priority	Scheme Number	Scheme Description	Budget Adjustment (Virement) (£)	Scheme Description
People - Children's	118	Special Educational Needs Fund (New Provision Fund)	1,023,938	2021/22 SEND capital grant award
People - Children's	122	Alternative Provision Strategy	(1,300,000)	Budget reprofiled to future years
People - Children's	123	Wood Green Youth Hub	(40,000)	Budget transfer to capital contingency
			(316,062)	
Place	304	Flood Water Management	175,000	Budget transfer from capital contingency
Place	309	Local Implementation Plan(LIP)	885,323	Budget adjustment in line with TfL quarter 2 award
Place	311	Parks Asset Management:	25,500	Wolves Lane Consortium Pocket Park Fund from MHCLG
Place	336	New River Acquisition	305,000	Budget transfer from capital contingency
Place	325	Parks Vehicles	(720,000)	Budget reprofiled to future years
Place	447	Alexandra Palace - Maintenance	493,421	Ally Pally Capital Loan - Salix Funding
			1,164,244	
Economy	452	Low Carbon Zones	150,000	Green Homes Grant - S106 Funding agreement
Economy	454	HALS Improvement Programme	3,838	unused 2020/21 GLA funding re: HAL-DIP programme
Economy	454	HALS Improvement Programme	175,000	Budget transfer from capital contingency
Economy	458	SIP - Northumberland PK BB & WorkSpace/Biz Support	222,222	2021/22 Digital Connectivity Fund from Local London
Economy	4003	Tottenham Hale Housing Zone Funding	(6,663,000)	Budget reprofiled to future years
			(6,111,940)	
Your Council	699	P6 - Approved Capital Programme Contingency	(175,000)	Budget transfer to Flood Water Management
Your Council	699	P6 - Approved Capital Programme Contingency	(305,000)	Budget transfer to New River Acquisition
Your Council	699	P6 - Approved Capital Programme Contingency	(124,000)	Budget transfer to Corporate IT Board
Your Council	699	P6 - Approved Capital Programme Contingency	40,000	Budget transfer from Wood Green Youth Hub
Your Council	699	P6 - Approved Capital Programme Contingency	(175,000)	Budget transfer to HALS Improvement Programme
Your Council	604	Continuous Improvement	1,000,000	Budget added back after reduction in Qtr. 1
Your Council	622	Customer First	(1,500,000)	Budget deletion
Your Council	622	Customer First	(500,000)	Budget transfer to Digital Together
Your Council	624	Digital Together	500,000	Budget transfer from Customer First
Your Council	602	Corporate IT Board	124,000	Budget transfer from capital contingency
			(1,115,000)	
		OVERALL TOTAL =	**(6,378,758)**	

APPENDIX 7

Write off Summary Report - Quarter 2

All Council debt is considered recoverable; the Corporate Debt Management Service makes every effort to collect charges due to the Council. However, in some circumstances it is appropriate to write off a debt when 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 Legal advice, Court instruction or in accordance with the Limitations Act 1980.

This quarterly report is for information purposes only, which details the debts that have been approved for write off for the Financial Period 1st July 2021 – 30th Sept 2021 **(Q2).** These relate to delinquent accounts where all forms of recovery action had 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.

The table below summarises the Q2 write off by service type, value and volume.

	Quarter 2 Write Off, Financial Period 1st July 2021 - 30th Sept 2021								
Service	**Council Tax**	**NNDR**	**HBOP**	**HRA Rent**	**Leaseholder**	**Commercial Rent**	**Sundry Debt**	**Parking**	**Total**
Under £50k	£21,604.04	£0.00	£23,543.14	£0.00	£0.00	£0.00	£268,937.20	£14,683,305.52	£14,997,389.90
Volume	66	0	260	0	0	0	26	84602	84954
Over £50k	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00		£0.00	£0.00
Volume	0	0	0	0	0	0		0	0
Total Value	**£21,604.04**	**£0.00**	**£23,543.14**	**£0.00**	**£0.00**	**£0.00**	**£268,937.20**	**£14,683,305.52**	**£14,997,389.90**
Total Volume	**66**	**0**	**260**	**0**	**0**	**0**	**26**	**84602**	**84954**

The Parking write off value is similar to Q3 from last year when £15m of write offs were submitted under the same reason. These cases relate to pre-2019 cases where the chance of recovery is deemed nil. The warrants are valid for one year and the enforcement agents had exhausted the recovery process. Parking services have identified a number of new measures that have been incorporated into the new IT system; these are expected to lessen the number of cases that are written off moving forward.

The category composition of the above write offs is shown below;

Council Tax	**Composition**		**Housing Benefit Overpayment**	**Composition**
Debtor Deceased / No Probate Granted	9%		Debtor Deceased / No Probate Granted	5%
Whereabouts Unknown / Abscond	61%		Statute Barred	1%
Statute Barred	1%		Uneconomic to Pursue	94%
Petty Amount	29%			
Sundry Debt	**Composition**		**Parking**	**Composition**
Debtor Deceased / No Probate Granted	86%		Uneconomic to Pursue	100%
Recommended by Legal	11%			
OIF Loan	3%			

All write off submissions were reviewed to ensure that all avenues of collection had been exhausted with no further prospect of recovery. It is noted that write off processing activity has slowed down across the board this year due to the increased focus on debt recovery activity. Nonetheless, it is also noted that where write offs are legitimately warranted, they ought to be actioned in a timely manner to provide the most accurate view of corporate debt levels. The cumulative write off totals this year are shown below;

	Write Off Summary, Financial Year 1st April 2021 - 31st March 2022								
Service	**Council Tax**	**NNDR**	**HBOP**	**HRA Rent**	**Leaseholder**	**Commercial Rent**	**Sundry Debt**	**Parking**	**Total**
Under £50k	£41,133.97	£34,273.51	£221,217.74	£0.00	£0.00	£0.00	£578,381.22	£14,683,305.52	£15,558,311.96
Volume	98	24	319	0	0	0	49	84602	85092
Over £50k	£0.00	£0.00	£0.00	£0.00	£0.00	£204,086.76	£282,000.00	£0.00	£486,086.76
Volume	0	0	0	0	0	2	1	0	3
Total Value	**£41,133.97**	**£34,273.51**	**£221,217.74**	**£0.00**	**£0.00**	**£204,086.76**	**£860,381.22**	**£14,683,305.52**	**£16,044,398.72**
Total Volume	**98**	**24**	**319**	**0**	**0**	**2**	**50**	**84602**	**85095**

Covid 19 Grants Allocated 2021/22 **APPENDIX 8**

Grant Name	Grant Type	£m
Local Restrictions (Closed)	Business	5.13
Welcome Back Fund (former RHSSF - Reopening High Streets Safely Fund	Business Support	0.48
Business Restart Grant	Business Support	11.22
Additional Resctrictions Grant	Business Support	5.37
C19 Unringenced Grant (Local Authority Support Grant)	Emergency Funding	9.12
Contain Outbreak Management Fund (COMF)	Track & Trace / Outbreak Mgt	2.35
ASC Infection Control Fund 21/22 (Round 3)	Track & Trace / Outbreak Mgt	0.31
ASC Rapid Testing Fund (2) 21/22	Track & Trace / Outbreak Mgt	0.25
Local Council Tax Support Scheme	Welfare	3.61
C19 Unringenced Grant (Local Authority Support Grant)	Welfare	0.09
C-19 Winter Grant Tranche 3 (17 April to 20 June)	Welfare	0.23
C-19 Winter Grant Tranche 3 (21 June to 30 Sept)	Welfare	0.93
Self Isolation support Framework (Marcjh-June21)	Welfare	0.38
Self Isolation support Framework (July 21)	Welfare	0.09
Clinically Extremely Vulnerable Support Funding (CEV)	Welfare	0.33
Clinically Extremely Vulnerable Support Funding (CEV)	Welfare	0.20
Track & Trace April 2021 - Discretionary Payments	Welfare	0.17
Track & Trace September 2021 - Discretionary Payments	Welfare	0.09
Household Support Fund	Welfare	2.41
Track and Trace Oct-Dec 2021 Main Scheme and Administration	Welfare	0.31
Track and Trace Aug-Sept 2021 Main Scheme	Welfare	0.03
	Total	**43.09**

Report for: Cabinet 07 December 2021

Title: Review of Fees and Charges 2022-23

Report authorised by: Jon Warlow – Director of Finance and Chief Finance Officer

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

Ward(s) affected: ALL

Report for Key/ Non Key Decision: Key.

1. Describe the issue under consideration

1.1. The Council's income policy requires as a minimum an annual review of the level of the fees and charges levied upon service users with a view to ensuring that income is maximised commensurate with the full recovery of costs.

1.2. This report sets out the Fees & Charges (F&Cs) that are proposed to be applied to services from the start of 2022/23. This report considers the relevant factors affecting the review of fees and charges, identifies those services where an increase is being proposed and seeks:

- Approval to increase the fee or charge rate to those services where an increase is proposed in line with inflation.
- Member's agreement where an alternative approach is being proposed.

2. Cabinet Member introduction

2.1. It is important that, as part of our on-going financial planning, we comply with the Council's policy to review our fees and charges, as a minimum annually, taking account of issues such as the general economic climate, the Council's overall financial position and delivery of the objectives of the Borough Plan.

2.2. Taking all relevant factors into account I believe that the increases in fees and charges proposed in this report are appropriate. I therefore commend this report to the Cabinet.

3. Recommendations

3.1. The Cabinet is asked:

a) To **agree** the proposed non-statutory fees and charges to be levied by the Council with effect from 1 April 2022, unless otherwise stated, and as detailed in Section 8 and Appendices I – XIII taking into account the findings of equalities assessments as set out in section 10 of the report.

b) To **note** the statutory fees and charges to be levied by the Council with effect from 1 April 2022.

Haringey LONDON

c) Officers be authorised to proceed to statutory notification or consultation on implementation of proposed changes to parking charges

d) To **note** that the Council's draft 2022/23 Budget and Medium Term Financial Strategy (MTFS) 2022/23-2026/27 assumes that the changes to Fees & Charges set out in this report are agreed.

4. Reasons for Decision

4.1. It is a requirement to review fees and charges as a minimum annually. The financial position of the Council supports the view that levels of fees and charges should be maximised where possible, taking into account all relevant factors including the effect on service users and any consequent demand for services.

5. Alternative options considered

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

6. Background information

6.1. The Council's External Income Policy in relation to varying external income rates reflects that:

- Service managers should review the level of fees and charges, as a minimum annually, usually as part of the budget setting process;
- Charges should generally increase by the Retail Price Index (RPI) as a minimum where permissible and also seek to maximise allowable income;
- A full list of proposed charges should be presented to Cabinet by the end of March each year.

6.2. The setting of fees and charges, along with raising essential financial resources, can contribute to meeting the Council's objectives. Through the pricing mechanism and wider market forces, outcomes can be achieved, and services can be promoted through variable charging policies and proactive use of fees to promote or dissuade certain behaviours. In the main, fees and charges should be set at a level where the full cost of provision is recovered through the price structure. However, in many circumstances those charges are reduced through subsidy to meet broader Council priorities.

6.3. This report meets the requirements of the Council's external income policy for the 2022-23 financial year and as such contains details of the current and proposed levels of fees and charges to take effect as set out during 2022-23.

7. Review of Fees & Charges

7.1. Some fees and charges are set by statute and cannot be changed, such as the amount charged for a Marriage or Civil Partnership ceremony or for a Birth Certificate. Many fees and charges, for example residential care or Building Control, can only recover relevant costs. The level of other fees and charges are at the discretion of the Council or are restricted to cost recovery.

7.2. The Council also has a set of strategic and policy objectives, and fees and charges should be set in accordance with such objectives.

7.3. The general principles underpinning the Council's external income policy are that all fees and charges are reviewed as a minimum annually and that income is maximised within current service and policy objectives. The competitiveness of the market in which the service operates and the effect of price on demand and overall income yield should be considered.

7.4. The draft 2022/23 Budget and MTFS 2022/23-2026/27 assumes that fees and charges increase by a minimum of RPI (3.5%) in 2022/23 unless there is good reason not to, which should be explained.

7.5. In some cases, where a 3.5% increase would give a very small cost increase and/ or result in a charging rate that would be difficult to administer e.g., a resultant 36p charge might require disproportionate effort of maintaining change floats etc. Services have been asked to take account of factors such as the last time a rise was approved (i.e., an assessment of the compounded inflationary rate) and make appropriate proposals; the proposed rate can be seen in the appendices.

7.6. A number of fees and charges cannot be set by the Cabinet. Regulation 2(6) of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 provides that charges for certain approvals, consents, permits and licenses (e.g., licensing/planning/consent under the Highways Act 1980) may not be made by the Executive (Cabinet). These fees are set by the Council's Regulatory Committee and a separate report will be considered by that committee before the end of the financial year.

7.7. As part of the annual review, consideration is given to the Council's equality duty under the Equalities Act (2010) and as such proposed fee changes set out within this report have been subject to equalities screening. Where the screening process has identified a potential disproportionate impact for protected groups a full EqIA has been completed.

8. Service Specific information

8.1. The Appendices I – XIII detail the services' fees and charges, showing the 2020-21 rate, 2021/22 rate and the proposed 2022-23 rate with the uplift, if any, applied. Each service proposal is also summarised below. Policy or equalities impact of any proposal are covered in Section 10.

Adult Services (See Appendix I)

8.2. Under Section 14 of the Care Act 2014, the Council has the power to charge for meeting care and support needs for adults and carers. The charges are means tested and take into account both income and assets possessed by the individual. This may or may not include an individual's residential home depending on whether the individual is receiving residential or community care. Charges are limited to cost recovery only. The principle of full cost recovery for all care and support services is set out in the Council's Fairer Contributions Policy and should be applied to all services.

8.3. Emergency Responses for weekly monitoring only and weekly monitoring and visiting. There has been no increase for three years. This year's increase is slightly higher than the inflation rate but well below the London boroughs average.

8.4. All other charges have increased in line with inflation.

Traffic Management (Operations) (See Appendix II)

8.5. These are charges relating to in the main borough wide parking permits, parking suspensions, highways licences and Traffic management orders. The parking permit charges are made in accordance with the provisions of the Road Traffic Regulation Act 1984. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's transport strategy, including its road safety and traffic management strategies. The highway licences charges are set in accordance with the provisions in the Highways Act.

8.6. The service is proposing to increase charges in line with inflation of 3.5% but, due to rounding, some increases will be higher. Blue Badge Administration charges are not within the discretion of the Council and will therefore remain unchanged as will the refund administration fee which was only implemented recently.

8.7. The only increase proposed for short stay (paybyphone / pay & display) and car park charges is that a 25% surcharge should apply to diesel fuelled vehicles. The Council consulted on this previously as part of package of measures seeking to give effect to the aims and objectives set out in the Transport Strategy and the AQAP, both of which are central to London Mayor's objectives in improving air quality in Haringey. The proposed package of measures was agreed by Cabinet on 15 September 2020 however, while all other measures were implemented, a decision was taken to delay the implementation of the diesel surcharge on short stay and car park charges, due to Covid 19 pandemic and its impact on town centres. The Council feel it important to consider this again at this point in time for parity in charging policy and to support efforts in improving air quality in the borough. It is therefore proposed that this surcharge be applied from 1 April 2022.

Libraries (See Appendix IIIa)

8.8. The Library Charges (England and Wales) Regulations 1991 stipulate the items and services that may be charged for. Charges are at the discretion of the authority, and the authority may make different provision for different cases including different provision in relation to different persons, circumstances or localities. There can be no charge for the loan of written material (section 8 of the Public Libraries and Museums Act 1964).

8.9. Library Service fees and charges fall into two categories:
1: An incentive to return items promptly, to take care of them and return them in good condition for the next Library member to borrow. This ensures that value for money is achieved for monies spent on library resources as they are available for loan for the majority of their lifetime. The charges that fall into this category are fines and charges for lost or damaged items. Although these charges have an income target, due to their nature they cannot be marketed to increase income.
2: Income generation charges which includes loan fees for audio visual materials, printing and room hire.

8.10. In previous years all library fees and charges have been increased in line with inflation, however due to the low denominations involved this is difficult to apply evenly and practically across the suite of charges.

8.11. This year, there is no proposed increase in any of the Library services.

Cultural Services (See Appendix IIIb)

8.12. Existing Charges to Bruce Castle Museum & Archive Services will not increase in 2022/23 due to the on-going impact of COVID-19.

8.13. All other services and access to the museum remain free. The service will continue to collect feedback from service users and monitor any barriers to use.

Garage Rents (See Appendix IV)

8.14. The level of garage rent is based on demand, location and size and the income contributes to the Housing Revenue Account (HRA) rather than the General Fund (GF).

8.15. To ensure the garage rents do not impact disproportionately on vulnerable customers a specific concessionary rate is in place for elderly and disabled Haringey residents to ensure they can access the service.

8.16. A specific pricing structure is in place for Tenants and Leaseholders of Haringey Council which is below market rate in recognition of the financial constraints on this group and to ensure they can take advantage of the facilities on their estates.

8.17. The service has reviewed its pricing strategy for 2022/23 and is proposing the following:

a) The Concessionary discount for Haringey residents who are either over state pension age or have a disability (Group 1) will be increase by 0.9%.

b) Garage rent restructuring has been reintroduced this year for Tenants and Leaseholders of Haringey Council renting their first garage (Group 2). This is a continuation of the rent restructuring process that has been ongoing for the last few years which aims to eventually achieve a flat rate for Tenants and Leaseholders. This year a merger of existing Categories A & B is proposed, to create a new Category A; next year a merger of existing Categories C & D is planned.

   This year, the new Category A & B rents will increase above inflation (8% & 6.9%) with the new Categories C & D increasing slightly below inflation to allow the lower category rents to catch up and the difference in rental rates narrow as rent restructuring continues.

c) The flat rate for private renters, businesses and those Tenants and Leaseholders of Haringey Council renting their second or subsequent garage (Group 3) will increase in line with inflation rounded to the nearest 0.5p to keep a round number (overall 3.6% increase).

Corporate Landlord (Asset Management) (See Appendix V)

8.18. Most rents for commercial properties are set through commercial negotiations with the tenant as part of the initial lease and subsequent rent reviews. The rents are set using nationally agreed RICS formulae taking into account variables such as location,

size and condition of the property. The rent payable at the time of entering into a lease is very much dependent on market forces driving best consideration and once agreed is usually fixed for periods of up to 5 years before review. Commercial rent amounts are therefore not included for approval in this report.

8.19. Since staff are still working from home in the main, staff car parking charges are not currently being charged. A decision will made on the charges once staff come back in sufficient number and also the availability of total parking spaces once certain buildings are disposed of. As such, no changes to the current charges are being proposed at the current time.

8.20. There are currently no room hire charges in the Civic Centre and River Park House as they are currently closed for refurbishment. As such no changes are proposed at the current time.

8.21. Neighbourhood Resource Centre charges are proposed to increase by in line with inflation. However, as the amounts are small these have been rounded up to the nearest pounds.

Court Costs (See Appendix VI)

8.22. Legislation under the Council Tax (Administration and Enforcement) Regulations 1992 and the Non-Domestic Rating (Collection and Enforcement) Regulations 1989 defines that the cost of summons and a liability order is reasonably incurred. The cost of summons and liability orders is reviewed annually to ensure it remains fair and reasonable. Following a challenge in the High Court, the costs of Council Tax summons in Haringey were reviewed by Grant Thornton and the recommendations from that review were built into the charges levied at that time.

8.23. The current charges are broadly in line with other London Boroughs, and it remains prudent to keep them at the same level for 2022/23.

8.24. The Authority's court costs are audited and are deemed to reflect the true cost in pursuing non-payers and defaulters.

8.25. **Waste (See Appendix VII)**

8.26. Commercial waste fees and charges are set in consultation with Veolia who manage the joint partnership for commercial waste. The commercial market is very competitive and therefore tariffs must be based on market constraints, inflation and changes in disposal costs. To enable us to grow our market share, this year we propose to better align with market conditions and pricing structures.

8.27. Whilst a charge for commercial bulk bin hire has featured in previous F&Cs, the price within F&Cs for the various commercial collection services has always been inclusive of bin hire. During 2022/23, all customers will be migrated over to a new pricing structure, whereby the hire cost of bins larger than 360L will be charged separately to the collection and disposal cost of their contents. This aligns us with market practice, allowing us to compete. The effect of the change will mean smaller customers i.e., those with one bin collected weekly, will mostly only see an inflationary uplift in their 2022/23 total price. Customers requiring multiple lifts per week will see a reduction in their overall cost. For example, a refuse 1100L bin collected once/week:

2021/22 price is £18.52/week; the proposed 2022/23 price is £15.65 for collection/disposal + £3.40 bin hire. This represents a 3% uplift in overall cost.

8.28. There are some new commercial services e.g. new container sizes for some commercial waste streams, that have been added to F&Cs this year after being introduced to satisfy customer demand or to expand the service provision further. The commercial special collection service will be developed further, using market intelligence, during 2022/23.

8.29. Also, to align with market competition, a 'bulk buy' discount matrix will be applied to certain services for larger customers. This is commercially sensitive and outlined in exempt appendices

8.30. The size of the administrative task to migrate customers from old to new pricing structures prevents us from proposing one single change-over day i.e.,1 April. Therefore, both existing and proposed pricing structures have been accommodated in the 2022/23 F&Cs to enable us to gradually migrate existing customers during the year. All new customers will be put straight on to the new pricing structure. Bin hire is subject to VAT.

8.31. All bins and sacks are subject to weight limits and each service has been priced accordingly. Where bins or sacks are overladen with waste, the service suffers additional disposal charges. This year we have introduced excess waste charges that seek to recover these costs

8.32. There are no proposed changes to garden waste subscriptions for 2022/23. Current pricing is within the range of that of other comparable London authorities and a recent survey found that 23.2% of 1,087 non-renewing customers did not renew last year due to price.

8.33. There are no proposed changes to bulky waste prices for 2022/23. Tackling fly tipping remains a priority for the Council.

Parks Services (See Appendix VIII a)

8.34. Allotment rents were increased by 75% in 2018. It was subsequently agreed with the Allotment Forum that the rent would not be subject to a further increase for three years. These rents have been now reviewed with increases proposed broadly in line with the rate of inflation. This is still subject to the agreement of the Allotment Forum under our management SLA. Should the proposals not be accepted, it can be addressed in the December 2022 Fees and Charges report as the proposed annual charges aren't levied until January 2023.

8.35. As agreed in the 19/20 Fees & Charges report, the charges to Forest School operators would move, on an incremental basis, from a flat rate fee to a percentage charge per pupil over a three-year period. 2022/23 will be the third and final incremental increase and will raise the charge from 7.5% to 10% of the per pupil rate charged by the businesses to parents.

8.36. The fees and charges for 2022/23 at the New River Sport and Fitness centre are mainly sourced from the 9th of March 2021 Cabinet Report: 'New River Sport and

Fitness Options Appraisal' that dealt with the insourcing of this facility and at the same time a schedule of prices was set. It became apparent as the project to insource the site developed that additional prices were needed for products not listed within the March Cabinet Report. Examples of this are prices for junior activities, junior concession activities and school hire. Most prices have not had the inflationary rate applied, as the Council service at New River is still bedding in, exceptions to this are grass pitch hire prices that are aligned to prices for grass pitches in park locations, which have increased by the inflationary amount.

8.37. The fees charged for use of sports pitches and organised exercise/personal training in parks have mostly been increased in line with inflation. Fees have been rounded up where small amounts are involved, and this may sometimes result in above inflation increases.

Parks Events (See Appendix VIII b)

8.38. The Council operates in a competitive market, particularly for major events that take place in Finsbury Park. With prices having been increased by inflation since 2016/17 market testing now demonstrates that our prices are at the right sort of level compared to nearby boroughs and to attract sufficient business to maximise the income potential. Consequently, most charges will increase in line with inflation, allowing the service to remain competitive.

8.39. A charge for small funfairs has been reintroduced to attract some of the smaller operators back into the borough. Charges for private hire are being replaced with a simplified approach and a separate lower charge for children's birthday parties introduced.

Registrars (See Appendix IX)

8.40. Most fees in the Registrar's offices such as Births, Marriages, Deaths, Citizenships and Religious building certification including religious venues for civil partnerships are set by the General Register Office and were last revised in October 2017. These cannot be changed by the Council.

8.41. The Council can however set fees for discretionary services. The costs of these discretionary services will increase broadly in line with inflation with the exception of Room Hire damage deposit (7.9%). However, this is a fully refundable deposit if the room is left damage free.

8.42. There are two new services in 2022/23: The Woodside and Westbury rooms are available for hire on an exclusive basis for half day (Monday – Friday) at a cost of £800. These rooms are also available on half day on Saturday at a cost of £1,000. These new fees have been set at a market rate.

Regulatory Services (See Appendix Xa)

8.43. These charges relate to Pest Control, Environmental Health Mortuary, Environmental permits and Local Authority Pollution Prevention Control (LAPPC) mobile plant charges. Fees are permissible by Acts of parliament. Environmental Permit fees are set by statute.

8.44. Where fee increases have been proposed these are broadly in line with inflation. In a number of cases no increase is proposed in order to remain competitive with the market. There are a few exceptions where the increase is higher than the rate of inflation. Bed bugs, for both domestic and concession will have a service change where the number of visits will increase from two up to three, and as a result the fee will be increased by 29% and 28% respectively to reflect the increased complexity. The cancellation admin fee will increase by 5.6%.

8.45. The Food Hygiene rating revisit is to increase by 23.6% to better reflect the actual costs of providing the service to the business. The request for a reinspection is voluntary not a statutory service. It is of benefit to the business when wanting to expediate a review to change a score following an inspection rating rather than waiting until another programmed inspection.

8.46. Health Protection Regulations 2020 Collection of contact details per person 18(6)a and Health Protection Regulations 2020 Alert level-Medium, High and Very High services are being removed as no longer applicable.

HMO (See Appendix Xb)

8.47. Mandatory HMO Licensing is a non-discretionary scheme introduced by Government which came into effect in 2006. The fee for a Mandatory Licence was set at £208.00 per habitable unit with discounts attached for certain aspects of the licensing process. It applies to all HMO occupied by 5 or more persons across the whole borough.

8.48. A borough wide additional HMO Licensing scheme to compliment the borough wide Mandatory Licensing scheme was implemented in 2019/20. The fee was set at £1100 per unit based on an average 5 bed let. There has been no price increase since then and no price increase is proposed for 2022/23. Although not a statutory charge, any proposed increases would, in line with best practice, require consultation with the stakeholders which would be tenants and landlords in the borough.

8.49. A £50 discount off the licencing fee is offered as a concession to landlords who have received training and are accredited to a landlord association.

8.50. All licensing fee money is ring fenced to be used for the purposes of operating a scheme.

Building Control and Local Land Charges (See Appendix XIa)

8.51. Charges are required to be set so that the Building Regulations service breaks even over a 3-year period.

8.52. Most building control charges are statutory, and the Council has no control over setting these; these are expected to increase above inflation for 2022/23. Additional charges within the Council's remit, are set to increase above inflation, bringing them in line with existing market rates.

8.53. Following investigation of the position by the Land Registry (HMLR), and a consultation exercise which ended on 9 March 2014, the Government has decided that responsibility for the administration of Land Charges should be transferred from the local authorities in England and Wales to the Land Registry from Q2 2021.

8.54. Local Authorities will still be responsible for maintaining the Local Land Charges (LLC) Register but will need to provide the information to HMLR. The council will receive a small migration fee for the first 3 years, however all LLC1 Income will be lost.

8.55. Local Land Charges are set so that the service breaks even over a three-year period and also so that we, as a Local Authority, do not set our fees so low as to impact the other private search companies, in accordance with the guidance on fees setting under the Local Land Charges Act 1975. It is proposed to maintain the existing charges relating to Local Land Charges. These have recently been adjusted and are consistent with statutory requirements around fee setting for Local Land Charges

8.56. Street Naming & Numbering Charges will increase broadly in line with RPI whilst retaining fees as integers

Development Management (Planning / Development Control Services) (see Appendix XIb)

8.57. Charges have been proposed to increase by 3.5% in line with inflation, with the exception of Quality Review Panels which are not increasing as they are set externally. The proposed 3.5% increase on all non-statutory fees is, in the main levied on developers and those carrying out development which is profit driven. Only the charges for Householder advice affect residents per se.

8.58. New Flat Conversion 2-3 units or HMO is a new service with a proposed charge of £650. This will allow officers to provide advice on these developments and avoid unsuitable developments and is priced at a proportionate fee level.

8.59. New Express HH Application (+stat fee) is also a new service at a proposed fee of £500 which will provide an accelerated validation process. The fee represents the additional resources required to provide this service.

Childcare (see Appendix XII)
Children's Centres and Nurseries

8.60. Centres are in a challenging childcare market. Other nurseries are offering childcare at lower rates enabling parents to have more choice which makes it difficult for our centres to attract fee payers. With fewer fee payers this will lead to an increase to the current overspend.

8.61. Childcare charges at Children's Centres are either not increasing or increasing at below the inflation rate to remain competitive. Lunch fees, where offered, are increasing above inflation in recognition of the increased costs of staff and consumables.

8.62. Room hire services for half day and full day are being introduced in addition to the hourly charges.

Children's Contact Centre

8.63. Of the existing services two are increasing by inflation with those producing a report being increase above inflation to ensure full costs are recovered. Two new room hire charges are proposed from April 2022, offering half day/4 hours and full day/8 hours.

8.64. The Maya Angelou traded service proposes a number of new services charges from April 2022. The majority of these are set at competitive market rates with virtual contact services set at full cost recovery.

Legal External Fees (see Appendix XIII)

8.65. The legal charges are set to secure that, taking one financial year with another, the income from the charges achieves full cost recovery for provision of the legal service. In relation to commercial property charges the client department (Property Services) has the ability to waive some or all the fees if they wish to cover some or all these fees from their legal budget. The same principle applies to the Planning Services department in respect of section 106 agreements.

8.66. Legal External fees are proposed to increase by the rate of inflation (3.5%) with the exception of fees associated with S106 Agreements where Senior Lawyer fees will increase by 5% and Principal Lawyer by 4%.

8.67. Charges to Homes for Haringey and Haringey Clinical Commissioning Group (CCG), noted as 'Other legal charging arrangements', are set out in separate Service Level Agreements between Homes for Haringey and Haringey's Legal Services and CCG and Haringey's Legal Services. The rates are set to be beneficial to both Homes for Haringey and the CCG whilst recovering the cost of provision of the Legal support. They are currently set at a level to be competitive and maximise the use of the services provided.

9. Contribution to strategic outcomes

9.1. Maximising the Council's resources, in particular in the current financial climate, is a key part of the Councils Medium Term Financial Strategy. In addition, the review of fees and charges has taken into account the Council's strategy and policies regarding that particular service.

10. Statutory Officers comments

11.

Finance Comments

11.1. The proposed changes to Fees & Charges outlined in this report and appendices have been taken into account in the Council's proposed 2022/23 budget.

Strategic Procurement Comments

11.2. Strategic Procurement notes the contents of this report.

Legal Comments

11.3. The Head of Legal & Governance has been consulted in the preparation of this report and makes the following comments**.**

11.4. Confirmation is given of the Cabinet's remit as set out at paragraph 7.6 above.

11.5. Certain fees for services provided by the Council are prescribed in statute. Accordingly, confirmation is given that in such instances the Council has no discretion as to the level of the charge. However, there are a further range of services where specific legislative provisions allow the Council to decide whether to charge and how much. One such service area is leisure and recreational facilities, where section 19(2) of the Local Government (Miscellaneous Provisions) Act 1976 permits the Council to charge for these facilities beyond cost recovery limitations.

11.6. In addition, section 93 of the Local Government Act 2003 (the Act) - and guidance issued in 2003 pursuant to section 96(3) of the Act - empowers the Council to charge for discretionary services. A discretionary service is defined in the guidance as being one where the Council has the power to provide it, but is not obliged to do so. However, this power cannot be used where the Council is under a duty to provide the service, or where charging is prohibited or where a specific legislative charging regime applies.

11.7. The Council must have regard to the guidance when charging for discretionary services under the Act. Accordingly, for each discretionary service which a charge is made, there is duty to secure that, taking one year with another, the income from charges for that service does not exceed the costs of provision. Any over or under recovery that results in a surplus or deficit of income in relation to costs in one period should be addressed by the Council when setting its charges for future periods so that over time income equates to costs.

11.8. In addition, Section 93 of the Act permits the Council to charge only some persons for providing a discretionary service and to charge different persons different amounts for providing a service.

11.9. The Council also has power under section 1 of the Localism Act 2011 to do anything that individuals generally may do, subject to specified restrictions and limitations imposed by other statutes. The general power of competence extends to charging for a discretionary service where there is no other power to charge for the service, including the power in section 93 of the Act. Similarly, under this provision, the Council may not recover more than the cost of providing that service.

11.10. In reviewing fees and charges, the Council need to have due regard to the overarching Public Sector Equality Duty as set out in the Equality Act 2010. In so saying, it is noted that equality screening tools have been used as appropriate.

11.11. In light of the above, coupled with the stated equalities based intention to keep initiatives under review and to make modifications as issues arise, there is no legal implication reasons why Cabinet cannot adopt the Recommendations contained in this report.

Equalities Comments

11.12. 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.

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

11.14. The Council's savings programmes are all subject to a separate assessment to ensure they do not impact negatively on any protected groups.

11.15. The proposed fee changes set out within this report have all been subject to equalities screening. Where the screening process has identified a potential disproportionate impact for protected groups, or see a fee increase above inflation (3.5%) for the resident a full EqIA has been completed. This has resulted in one full EqiA being completed for Registrars.

11.16. For an increase of fees above inflation experienced by commercial organisations such as developers and business an EqIA has not been completed.

11.17. The result of the Registrars full EqIA process has not identified any potential for discrimination or adverse impact. Registration services are delivered in compliance with government rules, regulation and law. Statutory fees are available to ensure accessibility and amending some of the fees, as proposed, will not effect the statutory provision for the services offered by the registration team. The fee proposals will enable a fair and sustainable service to be delivered with a range of appointment days, times and variation of services to meet specific needs. Legislation has provision for fees to be waived on the grounds of compassion and hardship to further ensure accessibility and fairness to all. been highlighted below.

11.18. Officers will continue to monitor for any equalities implications and modify the proposed initiatives to mitigate any issues which arise.

12. Policy Implication

12.1. The Council's income policy requires that an annual review takes place and this report meets that policy obligation.

13. Use of Appendices

13.1 **Fees & Charges Schedules**

Appendix I	Adults' Services
Appendix II	Traffic Management
Appendix III a	Libraries Charges
Appendix III b	Cultural Services Charges
Appendix IV	Garage Rents
Appendix V	Asset Management
Appendix VI	Court Summons

Appendix VII	Neighbourhood Action – Waste Collection
Appendix VIII a	Parks Services
Appendix VIII b	Parks Events
Appendix IX	Registrars
Appendix X a	Regulatory Services (excl. Licenses etc. set by Reg. Committee)
Appendix X b	HMO Licensing
Appendix XI a	Building Control and Local Land Charges
Appendix XI b	Development Management
Appendix XII	Childcare
Appendix XIII	Legal External Fees

13.2 **Equalities Impact Assessments**

Appendix XIV	Registrars
Appendix XV	Not used

14. Local Government (Access to Information) Act 1985

Appendix XVI	Commercial Waste (exempt)

Appendix I - Adult Services

Services that we charge for	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Estimated inflation Increase - 3.5% Comments if different to inflation Figure	Additional Information: Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	%								
Emergency Response - Weekly Monitoring only	4.00	4.00	4.15	*3.75%*	S11000	Market Rate	No increase for 3 years to try and bring in line with previous market rates. Compared to a sample of other London Boroughs the average charge is now 4.96, with a range of £4.10 to £7.19 per week. A slightly above inflation rate is reflective of the market and also the service offered.					
Emergency Response - Weekly Monitoring and Visiting	6.85	6.85	6.95	*1.46%*	S11000	Market Rate	No increase for 3 years to try and bring in line with previous market rates. Compared to a sample of other London Boroughs the average charge is now £6.88, with a range of £3 to £9.66 per week. A below inflation increase is reflective of this and also the development stage of the service.					
Osborne Grove Nursing Home - Weekly Nursing Care	1208.15	0.00	0.00	*#DIV/0!*	S14210		Osborne Grove Nursing Home closed.					
Winkfield Resource Centre - Sessional Drop-in	55.50	57.50	59.51	*3.50%*	S51200		No changes to rates- stay in line with inflation for all day ops.					
Winkfield Resource Centre - Sessional Day Care	44.00	46.00	47.61	*3.50%*	S51200		No changes to rates- stay in line with inflation for all day ops.					
Clarendon Recovery College - Short Courses (half day)	25.00	25.00	25.88	*3.50%*	S53200		No changes to rates- stay in line with inflation for all day ops.					
Haynes Day Centre - Sessional Day Care	69.90	71.90	74.42	*3.50%*	S14106		No changes to rates- stay in line with inflation for all day ops.					

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Appendix II - Traffic Management — **Inflation Increase - 3.5%** — **Additional Information**

Services that we charge for	2021/22 Charge	Change	Changed in-year 21/22	Proposed 2022/23 Charge	Change	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	%											
PARKING PERMITS													
Resident Visitor Permits													
1 Hour residents standard	0.83	0.00%	0.88	0.93	6.00%	V22300	Market Rate	MTFS - 13th July 2021 Cabinet report. TMO approved					
Daily resident standard	4.00	3.50%		4.14	3.50%	V22300	Market Rate						
1 Hour residents concessionary	0.41	0.00%	0.44	0.46	4.55%	V22300	Market Rate	MTFS - 13th July 2021 Cabinet report. TMO approved	Y		50.00%		No
Daily resident concessionary	2.00	3.50%		2.07	3.50%	V22300	Market Rate	Not on Cabinet or TMO report. LY 11% increase	Y		50.00%		No
Monthly residents	31.70	2.26%		32.81	3.50%	V22300	Market Rate						
Parking Dispensations													
Permission to Park per day charge	20.00	3.50%		20.70	3.50%	V22300	Market Rate	Not on Cabinet or TMO report.					
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300		No change - new charge introduced last year £80.00. Not in Cabinet report or TMO					
Car Club Permit	200.00	0.00%		207.00	3.50%	V22300	Market Rate						
Doctors Permit	292.00	2.10%		302.22	3.50%	V22300	Market Rate						
Blue Badge Administration Fee/Lost/Stolen	10.00	0.00%		10.00	0.00%	V22300	Statutory	no increase across borough - Political decision					
Courtesy Car Permit	31.70	2.26%		32.81	3.50%	V22300	Market Rate						
Residential Administration Fee- Lost/Stolen/Change of vehicle and/or address/replacement	12.25	2.08%		12.68	3.50%	V22300	Market Rate						
Refund Administration Fee	20.00			20.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £20.00 introduced last year					
Residents & Carers Permits (12 month charge) - CO2 Based													
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report or TMO					
New Second and subsequent vehicle annual surcharge £50.00 in addition to standard Residents and				50.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £50.00. Not in Cabinet report or TMO					
Up to 100 CO2 g/km - including electric vehicles)	31.00			31.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £10.00 introduced last year					
101-110 CO2 g/km	41.00			41.00	0.00%	V22300	Market Rate						
111-120 CO2 g/km	51.00			51.00	0.00%	V22300	Market Rate						
121-130 CO2 g/km	72.00			72.00	0.00%	V22300	Market Rate						
131-140 CO2 g/km	93.00			93.00	0.00%	V22300	Market Rate						
141-150 CO2 g/km	113.00			113.00	0.00%	V22300	Market Rate						
151-165 CO2 g/km	155.00			155.00	0.00%	V22300	Market Rate						
166-175 CO2 g/km	175.00			175.00	0.00%	V22300	Market Rate						
176-185 CO2 g/km	196.00			196.00	0.00%	V22300	Market Rate						
186-200 CO2 g/km	217.00			217.00	0.00%	V22300	Market Rate						
201-225 CO2 g/km	237.00			237.00	0.00%	V22300	Market Rate						
226-255 CO2 g/km	279.00			279.00	0.00%	V22300	Market Rate						
Over 255 CO2 g/km	299.00			299.00	0.00%	V22300	Market Rate						
Residents & Carers Permits (6 month charge) - CO2 Based													
New Diesel 6 month surcharge £40.00 in addition to standard Permit price (applied across all C02 bands).				40.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £40.00. Not in Cabinet report or TMO					
New Second and subsequent vehicle 6 month surcharge £25.00 in addition to standard Residents and Carers permit price (applied to				25.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £25.00. Not in Cabinet report or TMO					
Up to 100 CO2 g/km - including	15.00			15.00	0.00%	V22300	Market Rate						
101-110 CO2 g/km	21.00			21.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £5.00 introduced last year					
111-120 CO2 g/km	26.00			26.00	0.00%	V22300	Market Rate						
121-130 CO2 g/km	36.00			36.00	0.00%	V22300	Market Rate						
131-140 CO2 g/km	46.00			46.00	0.00%	V22300	Market Rate						
141-150 CO2 g/km	57.00			57.00	0.00%	V22300	Market Rate						
151-165 CO2 g/km	77.00			77.00	0.00%	V22300	Market Rate						
166-175 CO2 g/km	88.00			88.00	0.00%	V22300	Market Rate						
176-185 CO2 g/km	98.00			98.00	0.00%	V22300	Market Rate						
186-200 CO2 g/km	108.00			108.00	0.00%	V22300	Market Rate						
201-225 CO2 g/km	119.00			119.00	0.00%	V22300	Market Rate						
226-255 CO2 g/km	139.00			139.00	0.00%	V22300	Market Rate						
Over 255 CO2 g/km	150.00			150.00	0.00%	V22300	Market Rate						
Engine Size based pre 23rd March 2001 (12 month charge)													
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO					
New Second and subsequent vehicle annual surcharge £50.00 in addition to standard Residents and Carers permit price (applied to all				50.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £50.00. Not in Cabinet report not on TMO					
1549cc or less	82.00			82.00	0.00%	V22300	Market Rate						
1550cc to 3000cc	196.00			196.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits					

3001cc and above	299.00			299.00	0.00%	V22300	Market Rate	of £10.00 introduced last year						
Engine Size based pre 23rd March 2001 (6 month charge)														
£40.00 in addition to standard Permit price (applied across all C02				40.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £40.00. Not in Cabinet report or TMO						
New Second and subsequent vehicle 6 month surcharge £25.00 in addition to standard Residents and Carers permit price (applied to				25.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £25.00. Not in Cabinet report or TMO						
1549cc or less	41.00			41.00	0.00%	V22300	Market Rate							
1550cc to 3000cc	98.00			98.00	0.00%	V22300	Market Rate							
3001cc and above	150.00			150.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £5.00 introduced last year						
Essential Service Permits (ESPs) for All Zones														
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO						
Up to 100 CO2 g/km - including electric vehicles)	165.00	0.00%		165.00	0.00%	V22300	Market Rate							
101-110 CO2 g/km	207.00	0.00%		207.00	0.00%	V22300	Market Rate							
111-120 CO2 g/km	248.00	0.00%		248.00	0.00%	V22300	Market Rate							
121-130 CO2 g/km	289.00	0.00%		289.00	0.00%	V22300	Market Rate							
131-140 CO2 g/km	331.00	0.00%		331.00	0.00%	V22300	Market Rate							
141-150 CO2 g/km	371.88	0.00%		371.88	0.00%	V22300	Market Rate	Subject to separate pricing review.						
151-165 CO2 g/km	517.00	0.00%		517.00	0.00%	V22300	Market Rate							
166-175 CO2 g/km	558.00	0.00%		558.00	0.00%	V22300	Market Rate							
176-185 CO2 g/km	599.00	0.00%		599.00	0.00%	V22300	Market Rate							
186-200 CO2 g/km	640.00	0.00%		640.00	0.00%	V22300	Market Rate							
201-225 CO2 g/km	682.00	0.00%		682.00	0.00%	V22300	Market Rate							
226-255 CO2 g/km	723.00	0.00%		723.00	0.00%	V22300	Market Rate							
Over 255 CO2 g/km	764.00	0.00%		764.00	0.00%	V22300	Market Rate							
(ESPs) All Zones -Engine Size based pre 23rd March 2001														
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO						
1549cc or less	372	0.00%		371.88	0.00%	V22300	Market Rate							
1550cc to 3000cc	599	0.00%		599.14	0.00%	V22300	Market Rate	Subject to separate pricing review.						
3001cc and above	764	0.00%		764.42	0.00%	V22300	Market Rate							
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO						
Permit (An organisation or department can apply for up to 10 transferable permits - for council &	764.00	0.00%		764.00	0.00%	V22300	Market Rate	Subject to separate pricing review.						
(ESPs) All Zones -Essential Service Daily Permit (Upper limit of 300 permits for councils & NHS only)	11.00	0.00%		11.00	0.00%	V22300	Market Rate							
(ESPs) for School and Ministers of Religion														
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO						
Up to 100 CO2 g/km	21.00	0.00%		21.00	0.00%	V22300	Market Rate							
101-110 CO2 g/km	31.00	0.00%		31.00	0.00%	V22300	Market Rate							
111-120 CO2 g/km	41.00	0.00%		41.00	0.00%	V22300	Market Rate							
121-130 CO2 g/km	62.00	0.00%		62.00	0.00%	V22300	Market Rate							
131-140 CO2 g/km	83.00	0.00%		83.00	0.00%	V22300	Market Rate							
141-150 CO2 g/km	103.00	0.00%		103.00	0.00%	V22300	Market Rate	Subject to separate pricing review.						
151-165 CO2 g/km	145.00	0.00%		145.00	0.00%	V22300	Market Rate							
166-175 CO2 g/km	165.00	0.00%		165.00	0.00%	V22300	Market Rate							
176-185 CO2 g/km	186.00	0.00%		186.00	0.00%	V22300	Market Rate							
186-200 CO2 g/km	207.00	0.00%		207.00	0.00%	V22300	Market Rate							
201-225 CO2 g/km	227.00	0.00%		227.00	0.00%	V22300	Market Rate							
226-255 CO2 g/km	269.00	0.00%		269.00	0.00%	V22300	Market Rate							
Over 255 CO2 g/km	289.00	0.00%		289.00	0.00%	V22300	Market Rate							
(ESPs) for School and Ministers of Religion - Engine Size based pre 23rd March 2001														
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO						
1549cc or less	72.00	0.00%		72.00	0.00%	V22300	Market Rate							
1550cc to 3000cc	186.00	0.00%		186.00	0.00%	V22300	Market Rate	Subject to separate pricing review.						
3001cc and above	289.00	0.00%		289.00	0.00%	V22300	Market Rate							
Borough Wide & Utility Permits														
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO						
Up to 100 CO2 g/km	217.00			217.00	0.00%	V22300	Market Rate							

101-110 CO2 g/km	320.00			320.00	0.00%	V22300	Market Rate						
111-120 CO2 g/km	361.00			361.00	0.00%	V22300	Market Rate						
121-130 CO2 g/km	403.00			403.00	0.00%	V22300	Market Rate						
131-140 CO2 g/km	444.00			444.00	0.00%	V22300	Market Rate						
141-150 CO2 g/km	485.00			485.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £10.00 introduced last year					
151-165 CO2 g/km	630.00			630.00	0.00%	V22300	Market Rate						
166-175 CO2 g/km	671.00			671.00	0.00%	V22300	Market Rate						
176-185 CO2 g/km	712.00			712.00	0.00%	V22300	Market Rate						
186-200 CO2 g/km	836.00			836.00	0.00%	V22300	Market Rate						
201-225 CO2 g/km	878.00			878.00	0.00%	V22300	Market Rate						
226-255 CO2 g/km	919.00			919.00	0.00%	V22300	Market Rate						
Over 255 CO2 g/km	960.00			960.00	0.00%	V22300	Market Rate						
Borough Wide & Utility -Engine													
£80.00 in addition to standard Permit price (applied across all C02				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO					
1549cc or less	485.00			485.00	0.00%	V22300	Market Rate						
1550cc to 3000cc	712.00			712.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £10.00 introduced last year					
3001cc and above	960.00			960.00	0.00%	V22300	Market Rate						
Business Permit (CPZ Specific)													
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO					
Up to 100 CO2 g/km - including electric vehicles)	113.00			113.00	0.00%	V22300	Market Rate						
101-110 CO2 g/km	155.00			155.00	0.00%	V22300	Market Rate						
111-120 CO2 g/km	196.00			196.00	0.00%	V22300	Market Rate						
121-130 CO2 g/km	217.00			217.00	0.00%	V22300	Market Rate						
131-140 CO2 g/km	237.00			237.00	0.00%	V22300	Market Rate						
141-150 CO2 g/km	258.00			258.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £10.00 introduced last year					
151-165 CO2 g/km	320.00			320.00	0.00%	V22300	Market Rate						
166-175 CO2 g/km	341.00			341.00	0.00%	V22300	Market Rate						
176-185 CO2 g/km	361.00			361.00	0.00%	V22300	Market Rate						
186-200 CO2 g/km	423.00			423.00	0.00%	V22300	Market Rate						
201-225 CO2 g/km	444.00			444.00	0.00%	V22300	Market Rate						
226-255 CO2 g/km	465.00			465.00	0.00%	V22300	Market Rate						
Over 255 CO2 g/km	485.00			485.00	0.00%	V22300	Market Rate						
Business Permit (CPZ Specific)- Engine Size based pre 23rd March 2001													
New Diesel annual surcharge £80.00 in addition to standard Permit price (applied across all C02 bands).				80.00	0.00%	V22300	Market Rate	No change - new charge introduced last year £80.00. Not in Cabinet report not on TMO					
1549cc or less	258.00			258.00	0.00%	V22300	Market Rate						
1550cc to 3000cc	361.00			361.00	0.00%	V22300	Market Rate	No change - new charge applied to all permits of £10.00 introduced last year					
3001cc and above	485.00			485.00	0.00%	V22300	Market Rate						
Introduce Sunday charge (MTFS)		0.0%	2.00	0.00	0.00%	V22300		Proposed operational change to chargeable days. Was Mon to Sat, now Monday to Sunday					
Event Day Visitor Permits	4.00			4.14	3.50%	V22300	Market Rate		Yes	those aged 65 or over, or registered disabled.	50		No
Event Day Residents Permit	0.00	Free		0.00	0.00%	V22300	Market Rate						
Event Day Business Permit	0.00	Free		0.00	0.00%	V22300	Market Rate						
Car Parks													
New Diesel annual 25% Surcharge on diesel fuelled vehicles using stop and shop parking bays (MTFS)								see Pro-forma - PL20/32					
Crouch Hall Road, N8 - Annual Season Ticket	270.30	2.00%		274.28	3.50%	V22300	Market Rate						
Summerland Gardens, N10 - Annual Season Ticket	270.30	2.00%		274.28	3.50%	V22300	Market Rate						
Westerfield Road, N15 - Annual Season Ticket	270.30	2.00%		274.28	3.50%	V22300	Market Rate						
Bury Road, N22 - Quarterly Season Ticket	78.00	1.96%		78.00	0.00%	V22300	Market Rate	Not on TMO					
Bury Road, N22 -Annual Season Ticket	299.90	2.01%		299.90	0.00%	V22300	Market Rate	Not on TMO					
Brunswick Road, N17 - Annual Season Ticket	155.45	2.00%		157.73	3.50%	V22300	Market Rate						
Stoneleigh Road, N17 (A, B & C) - Annual Season Ticket	162.50	2.01%		162.50	0.00%	V22300	Market Rate	Not on TMO					
Lawrence Road Car Park	1190.35	2.00%		1190.35	0.00%	V22300	Market Rate	Not on TMO					
HIGHWAYS LICENSES													
Scaffolding													
(Includes Initial Site Inspection Fee)	412.60	2.00%		427.04	3.50%	V24304	Market Rate						
Revisit Fee - per visit	37.95	2.02%		39.28	3.50%	V24304	Market Rate						
Emergency Inspection	88.95	2.01%		92.06	3.50%	V24304	Market Rate						
Handling Deposit Fee	76.50	2.00%		79.18	3.50%	V24304	Market Rate						
Hoarding													
(Includes Initial Site Inspection Fee)	412.60	2.00%		427.04	3.50%	V24304	Market Rate						
Revisit Fee - per visit	37.95	2.02%		39.28	3.50%	V24304	Market Rate						
Emergency Inspection	88.95	2.01%		92.06	3.50%	V24304	Market Rate						
Handling Deposit Fee	76.50	2.00%		79.18	3.50%	V24304	Market Rate						

Container														
(88.68 per week for storage on carriageway)	190.35	2.01%		197.01	3.50%	V24304	Market Rate							
Revisit Fee - per visit	37.95	2.02%		39.28	3.50%	V24304	Market Rate							
Cost of Container on carriageway per week	98.00	1.98%		101.43	3.50%	V24304	Market Rate							
Emergency Inspection	88.95			92.06			Market Rate							
Mobile Crane														
(includes 60.00 Inspection fee)	456.90	1.99%		472.89	3.50%	V24304	Market Rate							
Revisit Fee - per visit	37.95	2.02%		39.28	3.50%	V24304	Market Rate							
Emergency Inspection	88.95	2.01%		92.06	3.50%	V24304	Market Rate							
Oversail/Static Crane														
License Fee (not including the Initial Site Inspection Fee)	697.70	2.00%		722.12	3.50%	V24304	Market Rate							
Revisit Fee - per visit	37.95	2.02%		39.28	3.50%	V24304	Market Rate							
Emergency Inspection	88.95	2.01%		92.06	3.50%	V24304	Market Rate							
Section 50 notice (Street Works - non utilities)														
(Includes Administration Fee/Inspection Fee/Capitalised Fee in lieu of annual charge)	564.00	1.99%		583.74	3.50%	V24304	Market Rate							
Crossovers														
Crossovers - Insection/Estimate Fee	317.20	1.99%		328.30	3.50%	V24200	Market Rate							
T/TMO's	3599.00	2.01%		3724.97	3.50%	P21201	Market Rate							
Emergency TMO	1428.00	2.00%		1477.98	3.50%	P21201	Market Rate							
Parking Suspensions														
Suspensions - Admin charge	105.35	1.98%		109.04	3.50%	V22300	Market Rate							
Cancellation Fee	52.75	2.03%		54.60	3.50%	V22300	Market Rate							
Additional site visit	105.35	1.98%		109.04	3.50%	V22300	Market Rate							
per bay per day charge	26.35	1.93%		27.27	3.50%	V22300	Market Rate							
Skips/Materials														
per Skip Licence	89.20	2.00%		92.32	3.50%	V22300	Market Rate							
Materials Licence	89.20	2.00%		92.32	3.50%	V22300	Market Rate							
Combined Skip/Materials Licence	102.00	1.90%		105.57	3.50%	V22300	Market Rate							
Penalty Charge Notice														
PCN - On Street	130.00	0.00%		130.00	0.00%	V22300	Statutory							
PCN - CCTV	130.00	0.00%		130.00	0.00%	V22300	Statutory							
Car Pound														
Removal Fee	200.00	0.00%		200.00	0.00%	V22105	Statutory							
Storage per day	40.00	0.00%		40.00	0.00%	V22105	Statutory							
Pay and Display - On street														
New Diesel annual 25% Surcharge on diesel fuelled vehicles using stop and shop parking bays (MTFS)							Market Rate	see Pro-forma - PL20/32						
Low Tariff - Hourly charge (exclusive of provider service charge)	1.30	0.00%		1.30	0.00%	V22300	Market Rate							
Medium Tariff - Hourly charge (exclusive of provider service charge)	2.10	0.00%		2.10	0.00%	V22300	Market Rate							
High Tariff - Hourly charge (exclusive of provider service charge)	3.30	0.00%		3.30	0.00%	V22300	Market Rate							
Pay and Display - Off Street														
New Diesel annual 25% Surcharge on diesel fuelled vehicles using stop and shop parking bays (MTFS)							Market Rate	see Pro-forma - PL20/32						
service charge)	1.20	0.00%		1.20	0.00%	V22102	Market Rate							
1 - 3 Hours (exclusive of provider service charge)	2.30	0.00%		2.30	0.00%	V22102	Market Rate							
3 - 4 Hours (exclusive of provider service charge)	3.70	0.00%		3.70	0.00%	V22102	Market Rate							
Over 4 Hours (exclusive of provider service charge)	7.00	0.00%		7.00	0.00%	V22102	Market Rate							
Pay and Display - Garman Road														
New Diesel annual 25% Surcharge on diesel fuelled vehicles using stop and shop parking bays (MTFS)							Market Rate	see Pro-forma - PL20/32						
Up to 1 Hour (exclusive of provider service charge)	0.90	0.00%		0.90	0.00%	V22102	Market Rate							
1 - 3 Hours (exclusive of provider service charge)	2.20	0.00%		2.20	0.00%	V22102	Market Rate							
Over 3 Hours (exclusive of provider service charge)	3.30	0.00%		3.30	0.00%	V22102	Market Rate							
Pay and Display - Bury Road- Off Street														
New Diesel annual 25% Surcharge on diesel fuelled vehicles using stop and shop parking bays (MTFS)							Market Rate	see Pro-forma - PL20/32						
All Day (if charge paid before 10.00am) exclusive of provider service charge	2.20	0.00%		2.20	0.00%	V22102	Market Rate							
Up to 1 Hour (after 10am) (exclusive of provider service charge)	1.20	0.00%		1.20	0.00%	V22102	Market Rate							
1 - 3 Hours (after 10am) (exclusive of provider service charge)	2.30	0.00%		2.30	0.00%	V22102	Market Rate							
3 - 4 Hours (after 10am) (exclusive of provider service charge)	3.70	0.00%		3.70	0.00%	V22102	Market Rate							

Over 4 Hours (after 10am) (exclusive of provider service charge)	7.00	0.00%		7.00	0.00%	V22102	Market Rate							
Sunday (exclusive of provider service charge)	1.10	0.00%		1.10	0.00%	V22102	Market Rate							

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Inflation Increase - 3.5%

Appendix III a - Library Services

Services that we charge for	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	%			
Reservations (items already in stock)	1.15	0.00	0.00	*#DIV/0!*			
Reservations (items not in stock)	2.50	3.00	3.00	*0.00%*			
Reservations Items Already in Stock (over 65s)	0.60	0.00	0.00	*#DIV/0!*			
Reservations Items not in stock (over 65s)	1.50	1.50	1.50	*0.00%*	50.00%		
Overdue books – per item per day (except DVDs)	0.20	0.25	0.25	*0.00%*			
Overdue books – per item per day (except DVDs). Over 65s, Under 25s and Concessions	0.12	0.15	0.15	*0.00%*	50.00%		
Maximum overdue charge per item (except DVDs) – standard charge	6.80	6.00	6.00	*0.00%*			
Maximum overdue charge per item (except DVDs) – Over 65s, Under 25s and Concessions	3.30	3.00	3.00	*0.00%*	50.00%		
Lost ticket replacement (first replacment free then £1)	2.25	0.00	0.00	*#DIV/0!*			
Lost ticket replacement for Over 65s, Under 25s and Concessions (first replacment free then £1)	1.10	0.00	0.00	*#DIV/0!*			
DVD/Blu-ray: Blockbuster per loan for one week	3.10	3.50	3.50	*0.00%*			
DVD/Blu-ray hire: films per loan for one week	1.23	2.00	2.00	*0.00%*			
Multi DVDs (sets of 3 or more) per loan for one week	2.00	2.50	2.50	*0.00%*			
Music CD hire per loan for one week.	0.57	1.00	1.00	*0.00%*			
Music CD hire per loan for one week. Over 65s, Under 25s and Concessions	0.25	0.50	0.50	*0.00%*	50.00%		
Spoken Word (Talking Books) per loan for 3 weeks	1.00	1.00	1.00	*0.00%*			
Annual AV Digital Subscription (enabling free unlimited CD loan and DVD's)	20.00	20.00	20.00	*0.00%*			
Quarterly AV Digital Subscription (enabling free unlimited CD loan and DVD's)	6.00	6.00	6.00	*0.00%*			
Small Ads per 3 weeks	3.00	3.00	3.00	*0.00%*			
Lost or damaged items: reserved stock items per book	19.00	25.00	25.00	*0.00%*			
Lost or damaged items: per book paperback	6.65	8.00	8.00	*0.00%*			
Lost or damaged items: per book hardback	12.80	15.00	15.00	*0.00%*			
Lost or damaged items: Out of production DVD/Blu-ray	12.80	15.00	15.00	*0.00%*			
Printing and Copying							
A4 Black & White	0.15	0.20	0.20	*0.00%*			
A3 Black & White	0.25	0.30	0.30	*0.00%*			
A4 Colour	0.50	0.50	0.50	*0.00%*			
A3 Colour	1.00	1.00	1.00	*0.00%*			

Scanning	0.05	0.05	0.05	*0.00%*			

Appendix III a - Library Services: Room Hire

Inflation Increase - 3.5%

	2021/22 Charge			Proposed 2022/23 Charge			*Change*			Profit Centre	Basis of charge	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	Commercial rate	**Community rate**	**Private function**	**Commercial rate**	**Community rate**	**Private function**	***Commerical rate***	***Community rate***	***Private function***						**50%**		
Wood Green	£	£	£	£	£	£	%	%	%								
Community room	25.00	12.00	0.00	25.00	12.00	0.00	*0%*	*0%*	*n/a*								
2nd floor open space	27.00	12.00	0.00	27.00	12.00	0.00	*0%*	*0%*	*n/a*								
Health Suite	22.00	12.00	0.00	22.00	12.00	0.00	*0%*	*0%*	*n/a*								
Business Lounge (glass office)	27.00	15.00	0.00	27.00	15.00	0.00	*0%*	*0%*	*n/a*								
Business Lounge main area (by special arrangement)	30.00	20.00	0.00	30.00	20.00	0.00	*0%*	*0%*	*n/a*								
Hornsey																	
Original Gallery (exhibitions per week)	170.00	100.00	0.00	170.00	100.00	0.00	*0%*	*0%*	*n/a*								
Original Gallery (events per hour)	27.00	12.00	0.00	27.00	12.00	0.00	*0%*	*0%*	*n/a*								
Promenade Gallery (exhibitions per week)	50.00	25.00	0.00	50.00	25.00	0.00	*0%*	*0%*	*n/a*								
Meeting Room (per hour)	27.00	12.00	0.00	27.00	12.00	0.00	*0%*	*0%*	*n/a*								
Marcus Garvey																	
Meeting room Large (per hour)	27.00	15.00	0.00	27.00	15.00	0.00	*0%*	*0%*	*n/a*								
Meeting room Medium (per hour)	20.00	12.00	0.00	20.00	12.00	0.00	*0%*	*0%*	*n/a*								
Meeting room Small (per hour)	12.00	7.00	0.00	12.00	7.00	0.00	*0%*	*0%*	*n/a*								
St Ann's																	
Hall (per hour)	35.00	20.00	25.00	35.00	20.00	25.00	*0%*	*0%*	*n/a*								
Meeting room	20.00	12.00	0.00	20.00	12.00	0.00	*0%*	*0%*	*n/a*								
Office	10.00	7.00	0.00	10.00	7.00	0.00	*0%*	*0%*	*n/a*								
Highgate																	
Meeting room 1 (per hour)	27.00	15.00	0.00	27.00	15.00	0.00	*0%*	*0%*	*n/a*								
Meeting room 2	22.00	12.00	0.00	22.00	12.00	0.00	*0%*	*0%*	*n/a*								
Meeting room 3	17.00	7.00	0.00	17.00	7.00	0.00	*0%*	*0%*	*n/a*								
Coombes Croft																	
Meeting room	27.00	12.00	0.00	27.00	12.00	0.00	*0%*	*0%*	*n/a*								

All prices are for hire within library opening hours only
Hire outside of library opening hours are subject to:
1. A surchage of 50% of the room hire cost
2. A **minimum** charge of £100 for out of hours security provision

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Appendix IIIb - Cultural Services

Estimated inflation Increase - 3.5%

Services that we charge for	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Additional Information: Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	%								
BRUCE CASTLE MUSEUM & ARCHIVE SERVICES												
Room Hire - Lecture Hall & Gallery												
1. Community rate - full day	155.00	155.00	155.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22	yes	Community rate is	approx. half	The Museum (like	This tiered /
2. Community rate - half day	85.00	85.00	85.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22	yes	Community rate is	approx. half	The Museum (like	This tiered /
3. Corporate rate - full day	315.00	315.00	315.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
4. Corporate rate -half day	165.00	165.00	165.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Room Hire - Kitchen and Green Room												
1. Community rate - full day	115.00	115.00	115.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22	yes	Community rate is	approx. half	The Museum (like	This tiered /
2. Community rate - half day	70.00	70.00	70.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22	yes	Community rate is	approx. half	The Museum (like	This tiered /
3. Corporate rate - full day	225.00	225.00	225.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
4. Corporate rate -half day	115.00	115.00	115.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Reprographic Services (archive and collections)												
Photocopying by Archive staff A4 B&W per page	0.45	0.45	0.45	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Photocopying by Archive staff A4 Colour per page	1.60	1.60	1.60	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Photocopying by Archive staff A3 B&W per page	1.25	1.25	1.25	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Photocopying by Archive staff A3 Colour per page	3.25	3.25	3.25	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Digital scan by Archive staff	3.00	3.00	3.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Provision of information on CD by Archive staff	4.00	4.00	4.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Minimum charge for remote orders and paying by	6.00	6.00	6.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
A4 microfilm printout from External Bureau	0.60	0.60	0.60	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
A3 microfilm printout from External Bureau	1.20	1.20	1.20	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Phones/cameras used to take photos of documents	£6 for up to 10	£6 for up to 10	£6 for up to 10	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Archive Research Fee for remote enquiries												
1. Community rate (per hour;maximum up to 2		25.00	25.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22	yes	Community rate is	approx. half	The Museum (like	This tiered /
2. Commercial rate (per hour; maximum up to 2		40.00	40.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Out of hours room hire												
1. Community (per hour)	65.00	65.00	65.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22	yes	Community rate is	approx. half	The Museum (like	This tiered /
2. Commercial (per hour)	115.00	115.00	115.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
Other room hire fees												
Ceremonies (wedding / civil partnership)	425.00	425.00	425.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					
School visits to museum												
School workshops	£2 per child (in stead of group charge of £30)	£2 per child (in stead of group charge of £30)	£2 per child (in stead of group charge of £30)	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22 due to impact of Covid-19					
- taught session for up to 30 children	non-Haringey school £3 per child	non-Haringey school £3 per child	non-Haringey school £3 per child	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22 due to impact of Covid-19					
Children's parties 2 hr hire incl. Facilitator	200.00	200.00	200.00	*0.00%*	c54000	Market Rate	Keeping the fee the same as 2021/22					

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Appendix IV - Garages

Estimated inflation Increase - 3.5%

	Rent Categories 2020/21	Rent Categories 2021/22	Rent Categories 2022/23	Let 2020/21	Let 2021/22	Let 2022/23	2020/21 Charge	2021/22 Charge	2022/23 Charge	Difference	% *Change*	Total Rent roll 2020/21	Total Rent roll 2021/22	Total Rent roll 2022/23	% *increase on rent roll*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when?
Group 1. Concessionary Discount for Haringey residents disabled or over state pension age	Concession	Concession	Concession	211	211	211	£10.65	£10.65	£10.75	£0.00	*0.9%*	£116,851.80	£116,851.80	£117,949.00	*0.9%*		Partial recovery	This is a concessionary discount rate offered to OAPs, Disabled residing in Haringey and applicable only the first garage rented.	Yes	The discount is available to residents of Haringey who are either over the state pension age or disabled and renting their first garage.	Variable dependant on the rent band of the garage - between 14.8% and 60.5%	This a discount that has been offered for a number of years and is commitment that LBH has made to customers. We have been given no indication that this should be reviewed or removed.	Yes, this discount has been offered to this client group for a number of years and formally agreed by cabinet in, at least, the last 6 annual fee setting reports.
Group 2. Haringey Tenant or Leaseholder renting their first garage	Category A	Category A	Category A	184	184	184	£12.20	£12.50	£13.50	£1.00	*8.0%*	£116,729.60	£119,600.00	£129,168.00	*8.0%*		Full Cost Recovery	Garage rent restructuring has been reintroduced this year with this category removed and garages placed in the category above. This is a continuation of the rent restructing process that has been ongoing for the last 5 years which aims to eventually achieve a flat rate for Tenants and leaseholders. This category has been selected for removal as the rental rate is so far below market rate and the garages in this cateogry are amongst the most in demand in the borough	No				
	Category B	Category B		4	4	4	£13.20	£13.50	£13.50	£0.00	*0.0%*	£2,745.60	£2,808.00	£2,808.00	*0.0%*		Full Cost Recovery	No increase applied as this category are being merged into category (see comments above).	No				
	Category C	Category C	Category B	19	19	19	£14.20	£14.50	£15.50	£1.00	*6.9%*	£14,029.60	£14,326.00	£15,314.00	*6.9%*		Full Cost Recovery	Garage rent restructuring has been reintroduced this year with this category removed and garages placed in the category above. This is a continuation of the rent restructing process that has been ongoing for the last 5 years which aims to eventually achieve a flat rate for Tenants and leaseholders. This category has been selected for removal next year and a slightly higher increase has been placed on this category ahead oa merger with category D (see comments below).	No				
	Category D	Category D	Category C	12	12	12	£15.75	£16.10	£16.50	£0.40	*2.5%*	£9,828.00	£10,046.40	£10,296.00	*2.5%*		Full Cost Recovery	A slightly lower increase has been placed on this category ahead of planned rent restructuring next financial in order to narrow the gap with category C (see comments above).	No				
	Category E	Category E	Category D	228	228	228	£16.80	£17.20	£17.50	£0.30	*1.7%*	£199,180.80	£203,923.20	£207,480.00	*1.7%*		Full Cost Recovery	A slightly lower increase has been placed on this category to allow the lower category rents to catch up and the difference in rental rates narrow as rent restructuring continues.	No				
Group 3. Haringey Tenant or Leaseholder renting their 2nd or subsequent garages and any private renter or business.	Flat Rate	Flat Rate	Flat Rate	400	400	400	£25.70	£26.30	£27.25	£0.60	*3.6%*	£534,560.00	£547,040.00	£566,800.00	*3.6%*		Market Rate	Increase in Charge is RPI rounded up to the nearest 0.05p to make a whole number	No				
TOTAL (GROUP 1)				211	211	211	£10.65	£10.65	£11.65	£0.00	*9.4%*	£116,851.80	£116,851.80	£117,949.00	*0.9%*		Partial recovery	This is a concessionary discount rate offered to OAPs, Disabled residing in Haringey and applicable only the first garage rented. (see full comments above at Group 1)	Yes	**See comments above**			

TOTAL (GROUP 2)				447	447	447	£15.11	£14.76	£15.30	£0.54	*3.7%*	£342,513.60	£350,703.60	£365,066.00	*4.1%*		Full Cost Recovery	Varying adjustments to the 5 categories of rent (A-E) as part of the ongoing garage rent restructuring overall this has achieved a slightly above inflation increase. (see full comments above at Group 2 Categories A-E)	No				
TOTAL (GROUP 3)				400	400	400	£25.00	£26.30	£27.30	£0.60	*3.8%*	£534,560.00	£547,040.00	£566,800.00	*3.6%*		Market Rate	the nearest 0.05p to make a whole number	No				
TOTAL (All categories)				**1058**	**1058**	**1058**	**£16.92**	**£17.24**	**£18.08**	**£0.38**	***4.9%***	**£993,925.40**	**£1,014,595.40**	**£1,049,815.00**	***3.5%***								

Estimated inflation Increase - 3.5%

Appendix V - Asset Management

Services that we charge for	2020/21 Charge @ RPI 2.8%	2021/22 Charge	Proposed 2022/23 Charge	Change	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	Additional Information			
									If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	%								
Staff Car Parking	402.89	402.89	None - but not currently being charged to staff	N/a	B10000							
Room Hire – Civic Centre / River Park House	£25.34 - £92.10 per hour	£25.85 - £94.00 per hour	None - closed for refurbishment	N/a	F47124							
Schools FM - annual support charge	Managed centrally	Managed centrally		N/a								
Neighbourhood Resource Centre	£8.15 - £34.57 per hour	£8.30 - £35.26	£9.00 - £37.00	8.43% - 4,93% due to amounts rounded up	F47238							

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Appendix VI - Court Summons

Estimated inflation Increase - 3.5%

Services that we charge for	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	Change	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	**Additional Information** Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	%								
Council tax/NDR Summons and Liability Order charges												
Council tax summon costs	102.00	102.00	102.00	0.00%	F11005	Full Cost Recovery	Due to cost recovery basis inflation is not appropriate. This charge is also a sensitive area due to a previous court case.	N/A				
Council tax Liability Order	13.00	13.00	13.00	0.00%	F11005	Full Cost Recovery	As above.	N/A				
NDR summon costs	155.00	155.00	155.00	0.00%	F12002	Full Cost Recovery	As above.	N/A				
NDR liability order	25.00	25.00	25.00	0.00%	F12002	Full Cost Recovery	As above.	N/A				

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Appendix VII - Waste

							Additional Information				
Charge Description	**21/22 Charges £**	**Proposed 22/23 £**	**Change %**	**Profit Centre**	**Basis of charge (see drop down menu)**	**Comments if different to CPI**	**Is this a concessionary rate?**	**If yes, please explain in more detail who qualifies for the concession and how**	**What is the rate of discount (%)?**	**What has driven your apporach to this?**	**Has the proposed change already been agreed by Cabinet and of so when?**
Household Bulk Waste Bin Hire											
Hire of bulk refuse bin (per week)	3.40	3.40	0.00%		market rate	Changes were introduced part way through 2017/18. Further increases are likely to lead to customers stopping their hire.	No			market	Yes 2021/22 budget setting
Hire of bulk recycling bin (per week)	2.85	2.85	0.00%		market rate	Changes were introduced part way through 2017/18. Further increases are likely to lead to customers stopping their hire.	No			market	Yes 2021/22 budget setting
The weekly hire charge enables the council to recover the											
Charged Household Waste Services											
Garden waste	240litre bin £75, 140Litre bin £55, Sack service £55	240litre bin £75, 140Litre bin £55, Sack service £55	0.00%		partial recovery	service change was made part way in 2017/18 and should be allowed to bed in	No			market	Yes 2021/22 budget setting
Collection of all forms of bulky waste (on demand)	£20 for four items	£20 for four items	0.00%		partial recovery	Additional items incur a further £10 charge.	No			market	Yes 2021/22 budget setting
Replacement wheelie bins	£30.00	£30.00	0.00%		partial recovery	service change was made part way in 2017/18 and designed as incentive to incentivise residents not to misuse or lose bins. Evidence to date shows the level of charge is effective in this regard. Increasing the charge risks residents attempting to "do without" bins.	No			market	Yes 2021/22 budget setting
Commercial Waste											
Issuing of Duty of Care (Waste Transfer Note) document	£15.00	£20.00	33.33%		market rate	To cover increased administraion costs. Remains well below market rate	No			market	
REFUSE											
Refuse sack 80L/6kg	£1.62	£1.68	3.70%		market rate	Increase inline with RPI & market rate	No			market	
Refuse sack (heavy duty) 90L/7kg	£1.86	£1.93	3.76%		market rate	Increase inline with RPI & market rate	No			market	
Refuse bin 1100L/80kg	£18.52	£19.17	3.50%		market rate	Price for existing customers, which includes bulk bin hire. All customers will be migrated over to new pricing structure during 2022/23	No				
Refuse bin (collection & disposal) 1100L/80kg	£18.52	£15.65	-15.50%		market rate	Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).	No			market	
Refuse bin 660L/50kg	£11.14	£11.53	3.50%		market rate	Price for existing customers, which includes bulk bin hire. All customers will be migrated over to new pricing structure during 2022/23	No				
Refuse bin (collection & disposal) 660L/50kg	£11.14	£9.29	-16.61%		market rate	Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).	No			market	
Refuse bin 360L/30kg	£6.35	£6.57	3.46%		market rate	Increase inline with RPI & market rate	No			market	
Refuse bin 240L/20kg		*£5.70*			*market rate*	*New service. Price based on market rate.*	*No*			*market*	
Excess waste charge - refuse (per kg)		*£0.23*			*recovery*	*New charge. Recovery of additional disposal costs incurred by overweight bins*	*No*			*recovery*	
Hire of commercial bulk refuse bin (per day)	£0.41	£0.49	19.51%		market rate	Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).	No			*recovery*	
RECYCLING											
Recycling sack 70L/5kg	£1.08	£1.13	4.63%		market rate	Increase beyond RPI to track market rate	No			market	
Carboard bundle tape	£1.08	£1.13	4.63%		market rate	Increase beyond RPI to track market rate	No			market	
Recycling bin 1100L/46kg	£9.55	£9.88	3.50%			Price for existing customers, which includes bulk bin hire. All customers will be migrated over to new pricing structure during 2022/23	No				
Recycling bin (collection & disposal) 1100L/46kg	£9.55	£7.03	-26.39%		market rate	Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).	No			market	
Recycling bin 660L/28kg		*£5.99*	*4.54%*		*market rate*	*Existing service not previously featured in F&Cs. Price is for existing customers, which includes bulk bin hire. All customers will be migrated over to new pricing structure during 2022/23.*	*No*				

Recycling bin (collection & disposal) 660L/28kg		*£5.99*	*4.54%*		*market rate*	*Existing service not previously featured in F&Cs. Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).*	*No*			*market*	
Recycling bin 360L/15kg		*£3.29*	*3.46%*		*market rate*	*Existing service not previously featured in F&Cs. Price inline with RPI & market rate*	*No*			*market*	
Recycling bin 240L/10kg		*£3.12*			*market rate*	*New service. Price based on market rate.*	*No*			*market*	
Food 240L/70kg	£10.61	£10.98	3.49%		market rate	Increase inline with RPI & market rate. 240L size only available to customers already receiving 240L service	No			market	
Food 140L		*£8.61*	*3.49%*		*market rate*	*Existing service not previously featured in F&Cs. Price inline with RPI & market rate*	*No*			*market*	
Glass 240L/70kg	£6.37	£6.59	3.45%		market rate	Increase inline with RPI & market rate	No			market	
Paper and Card 1100L/46kg	£9.55	£9.88	3.50%		market rate	Price for existing customers, which includes bulk bin hire. All customers will be migrated over to new pricing structure during 2022/23	No				
Paper and Card (collection & disposal) 1100L/46kg	£9.55	£5.53	-42.09%		market rate	Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).	No			market	
Paper and Card 660L/33kg		*£5.04*	*3.50%*		*market rate*	*Existing service not previously featured in F&Cs. Price is for existing customers, which includes bulk bin hire. All customers will be migrated over to new pricing structure during 2022/23.*	*No*				
Paper and Card (collection & disposal) 660L/33kg		*£3.32*	*-31.83%*		*market rate*	*Existing service not previously featured in F&Cs. Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).*	*No*			*market*	
Paper and Card 360L/23kg		*£2.96*	*3.50%*		*market rate*	*Existing service not previously featured in F&Cs. Price inline with RPI & market rate*	*No*			*market*	
Paper and Card 240L/11kg		*£1.99*			*market rate*	*New service. Price based on market rate.*	*No*			*market*	
Excess waste charge - recycling (per kg)		*£0.18*			*recovery*	*New charge. Recovery of additional disposal costs incurred by overweight bins*	*No*			*Recovery*	
Hire of commercial bulk recycling bin (per day)	£0.41	£0.41	0.00%		market rate	Price for new customers. Existing customers will be migrated over to this price during 22/23. This phasing-in period is necessary due to size of administrative task. Bulk bin hire to be charged separate from collection/disposal to align with competition (previously included in 'per lift' price).	No			market	
Commercial special collections		*£75.00*				*New service. Minimum charge*	*No*				
Wheelie bin hire per day	£0.10	n/a				No longer required. Plastic wheelie bin hire to continue to be included in 'per lift' price					

Appendix VIII a. Parks Services

Estimated inflation Increase - 3.5%

Services that we charge for	2019/20 Charge	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	Change	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Additional Information: Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	£	%								
ALLOTMENTS													
Allotment per 25m2 per year	11.11	11.11	£11.11	£11.50	3.51%	V12308	Full Cost Recovery		no				
Pension / Disabled concession 50% Discount	5.57	5.57	£5.57	£5.75	3.23%	V12308	Partial recovery		yes	receipt of the state pension or the disability living allowance (DLA). A new concession was also introduced in 2018 for Haringey residents who are in receipt of income support, job	50.00%	ensure allotments are affordable for more vulnerable groups. Helpful in the prevention and management of	in place the extension of the concessions to a wider group was agreed by the Cabinet Member in 2018
Out of Borough Surcharge	15.93	15.93	£15.93	£16.49	3.52%	V12308	Full Cost Recovery		no		50.00%		
Water Charge per 25m2 per year	3.00	3.00	£3.00	£3.10	3.33%	V12308	Full Cost Recovery		no				
SPONSORSHIP													
Tree Sponsorship (All Areas)	250.00	250.00	£250.00	£250.00	0.00%	V16400	Full Cost Recovery		no				
Stainless steel, surface mounted bench plaque	102.60	105.00	£105.00	£105.00	0.00%	V12100	Full Cost Recovery		no				
Eastgate Anti-Vandal steel 1.8m bench with steel slats (or timber slats in nature conservation areas) on hard base			£1,300.00	£1,300.00	0.00%	V12100	Full Cost Recovery		no				
PARKS - SPORTS PITCHES													
Non Haringey clubs, unaffiliated clubs and one off bookings. Matches & Training sessions up to 2 hours.													
Football Pitches per Match	107.85	110.85	£113.10	£117.05	3.49%	V15510	Partial recovery		no				
Mini Soccer per Match (5v5 /7v7)	23.85	24.50	£25.00	£25.90	3.60%	V15510	Partial recovery		yes	juniors			
9v9 Soccer per Match	39.15	40.25	£41.05	£42.50	3.53%	V15510	Partial recovery		yes	juniors			
Junior Pitch Hire per Match 11 v 11	47.60	48.95	£49.95	£51.70	3.50%	V15510	Partial recovery		yes	juniors			
Adult Changing			£57.70	£59.70	3.47%	V15510	Partial recovery		no				
Junior Changing	27.55	28.30	£28.85	£29.85	3.47%	V15510	Partial recovery		yes	no			
Haringey Affiliated Clubs. Matches & Training sessions up to 2 hours													
Football Pitches per Match - ex VAT	62.40	64.15	£65.45	£67.75	3.51%	V15510	Partial recovery		no				
Mini Soccer per Match (5v5 /7v7)	12.00	12.35	£12.60	£13.05	3.57%	V15510	Partial recovery		yes	juniors			
9v9 Soccer per Match	19.30	19.85	£20.25	£20.95	3.46%	V15510	Partial recovery		yes	juniors			
Junior Pitch Hire per Match 11 v 11	22.50	23.15	£23.60	£24.45	3.60%	V15510	Partial recovery		yes	juniors			
Australian Rules Football per Match	70.85	72.85	£74.30	£76.90	3.50%	V15510	Partial recovery		no				
Rugby & Gaelic Football per Match	43.40	44.60	£45.50	£50.00	9.89%	V15510	Partial recovery	need to over time bring this price in line with football	no				
Adult Changing			£28.85	£29.95	3.81%	V15510	Partial recovery		no				
Junior Changing			£14.45	£14.95	3.46%	V15510	Partial recovery		yes	juniors			
PARKS - REGULAR BOOKINGS													
Standard													
Park Based Organised Exercise / personal training up to 500 usage pa annual fee	330.00	330.00	£336.60	£348.40	3.51%	v15510	Market Rate		no				
Park Based Organised Exercise / personal training up t0 800 usage pa annual fee	551.00	551.00	£562.00	£581.70	3.51%	v15510	Market Rate		no				
Park Based Organised Exercise / personal training up to 2000 usage pa annual fee	1,101.00	1,101.00	£1,123.00	£1,162.30	3.50%	v15510	Market Rate		no				
Park Based Organised Exercise / personal training up to 4000 usage pa annual fee	2,202.00	2,202.00	£2,246.00	£2,324.60	3.50%	v15510	Market Rate		no				
Park Based Organised Exercise / personal training up to 5000 usage pa annual fee	3,304.00	3,304.00	£3,370.00	£3,487.95	3.50%	v15510	Market Rate		no				
Park Based Organised Exercise / personal training - up to 7000 usage pa annual fee	4,405.00	4,405.00	£4,493.00	£4,650.25	3.50%	v15510	Market Rate		no				
Park Based Organised Exercise / personal training - up to 8000 usage pa annual fee	5,508.00	5,508.00	£5,618.00	£5,814.65	3.50%	v15510	Market Rate		no				
Park Based Organised Exercise / personal training - up to 10000 usage pa annual fee	6,606.00	6,606.00	£6,738.00	£6,973.85	3.50%	v15510	Market Rate		no				
Other													
Try Tag Rugby per week	46.60	47.90	£49.00	£50.70	3.47%	V15601	Partial recovery		no				
Motorcycle Training on hard ball areas per day	40.20	41.35	£42.20	£43.70	3.55%	V15601	Market Rate		no				
Forest School activities per head per session	1.40	5% of child day rate charged by hirer	7.5% of child day rate charged by hirer	10% of child day rate charged by hirer		V15601	Market Rate	based on percentage	no				
Environmental activities per session	12.90	5% of day rate charged by hirer	7.5% of child day rate charged by hirer	10% of child day rate charged by hirer		V15601	Market Rate	based on percentage	no				
Basball Diamond Adult training & Match			£65.45	£67.75	3.51%	V15510	Partial recovery		no				
Basball Diamond Junior training & Match			£23.60	£24.40	3.39%	V15510	Partial recovery		yes	juniors			
Parks Car Parking													
Commercial Event Car Parking	12.00	12.35	£12.60	£13.05	3.57%	V15601	Market Rate		no				
Coach Parking	57.10	58.70	£59.90	£62.00	3.51%	V15601	Market Rate		no				
Car Parking per day	22.20	22.80	£23.25	£24.10	3.66%	V15601	Market Rate		no				
In Borough Schools/Education Use													

School Swimming - per child per year	163.00	160.00	£163.00	£164.00	0.61%	E41150	Full Cost Recovery	benchmarking demonstrates that Haringey one of most expensive in London. 3.5% raise not commercially sustainable	no				
Tennis Courts - Schools per hr per ct	4.55	4.70	£4.80	£4.95	3.13%	V15601	Partial recovery		no				
Football	25.95	26.70	£27.25	£28.20	3.49%	V15601			no				
Activities not requiring a mark out - area no bigger than a 9v9 football pitch	15.20	15.65	£16.00	£16.60	3.75%	V15601	Partial recovery		no				
School park hire for sports day e.g. 11v11 football pitch - no mark out	30.20	31.05	£31.70	£32.80	3.47%	V15601	Partial recovery		no				
School small 3G hire - 55 minutes	20.00	20.55	£20.95	£21.70	3.58%	V15601	Partial recovery		no				
School MUGA hire - 55 minutes	12.95	13.30	£13.55	£14.05	3.69%	V15601	Partial recovery		no				
Rounders pitch initial markout	66.75	68.60	£70.00	£72.45	3.50%	V15601	Partial recovery		no				
Rounders remark	9.80	10.05	£10.25	£10.60	3.41%	V15601	Partial recovery		no				
Rounders hire	15.20	15.65	£16.00	£16.60	3.75%	V15601	Partial recovery		no				
Running Track Hire (100 m 6 lane)	94.20	96.80	£98.75	£102.20	3.49%	V15601	Full Cost Recovery		no				
100m Track Remark	72.00	74.05	£75.55	£78.20	3.51%	V15601	Full Cost Recovery		no				
Running Track Hire (50m 6 lane)	46.50	47.80	£48.75	£50.45	3.49%	V15601	Partial recovery		no				
50m Track Remark	37.10	38.15	£38.90	£40.25	3.47%	V15601	Full Cost Recovery		no				
Running Track Hire (200m 6 lane)	185.95	191.10	£194.90	£201.75	3.51%	V15601	Full Cost Recovery		no				
200m Remark	144.00	148.00	£151.00	£156.30	3.51%	V15601	Full Cost Recovery		no				
Running Track Hire (400m 8 lane 100 m straight)	239.25	245.95	£250.85	£259.60	3.49%	V15601	Full Cost Recovery		no				
400 m remark	174.60	179.50	£183.10	£189.50	3.50%	V15601	Full Cost Recovery		no				
Parks 3G & All weather													
1 x small 3G hire 55 minutes peak	40.00	41.15	£42.00	£43.50	3.57%	V15510	Partial recovery		no				
1 x small 3G hire 55 minutes off peak	0.00	N/a	£42.00	£5.20	-87.62%		Partial recovery	note price originally discounted to free, but this led to abuse (customers booking and not turning up - hence stopping others from using the facility). The £5 off peak price has been in place since July 2021 with only 1 complaint and has worked to stop abuse. Free access for local young people is provided at key times such as Wednesday and Friday evenings and the holidays.	no				
1 x Junior small 3G hire 55 minutes peak	20.00	20.55	£20.95	£21.70	3.58%	V15510	Partial recovery		yes	juniors			
1 x Junior small 3G hire 55 minutes off peak	0.00	N/a	£0.00	£5.20			Partial recovery	see sbove	yes	juniors			
1 x MUGA 55 minutes peak	12.95	13.30	£13.55	£14.05	3.69%	V15510	Partial recovery		no				
1 x MUGA hire 55 minutes off peak	0.00	N/a	£0.00	£0.00			Partial recovery		yes	juniors			
1x Markfield all weather - adult			£60.00	£62.10	3.50%	V15510	Market Rate		no				
1x Markfield all weather - junior			£30.00	£31.05	3.50%	V15510	Partial recovery		yes	juniors			

Pay and Play Activity Charges

As per March 2021 Cabinet decision - except where noted

Gym P&P				£8.00		V15400	Market Rate		no				Most New River prices were agreed by the 9th March 2021 Cabinet, some prices have been developed since then as it became apparent more products/services were required e.g. Childrens Parties
Gym P&P Concession				£4.00		V15400	Partial recovery		yes	All Haringey residents who qualify as per https://www.haringey.gov.uk/libraries-sport-and-leisure/sport-and-leisure/leisure-centres/new-river-sport-and-fitness/join-online/concessionary-memberships	50% of adult	this has been standard practise in the leisure centres for many years	as above
Gym P&P Junior				£4.00		V15400	Partial recovery		yes	junior			
Gym P&P Junior Concession				£2.00		V15400	Partial recovery		yes	as above under concession link	50% of junior		
Group Exercise P&P				£8.00		V15400	Market Rate		no				
Group Exercise P&P Concession				£4.00		V15400	Partial recovery		yes	as above under concession link	50%		
Athletics P&P				£4.00		V15400	Partial recovery		no				
Athletics P&P Concession				£2.00		V15400	Partial recovery		yes	as above under concession link	50%		
Athletics P&P Junior				£2.00		V15400	Partial recovery		yes	junior	50% adult		
Athletics P&P Junior Concession				£1.00		V15400	Partial recovery		yes	as above under concession link	50% junior		
5 aside Football P&P				£5.50		V15400	Market Rate		no				
5 aside Football P&P Junior				£2.00		V15400	Partial recovery		yes	Junior	50% adult		
5 aside Football P&P Junior Concession				£1.00		V15400	Partial recovery		yes	as above under concession link	50% junior		
Tennis (Outdoor) per Court				£5.25		V15400	Partial recovery		no				
Tennis (Indoor) per Court - peak				£20.00		V15400	Market Rate		no				
Tennis (Indoor) per Court – off peak				£12.00		V15400	Market Rate		no				
Memberships- monthly DD & Annual													
M- Gym and Group Exercise				£30.00		V15400	Partial recovery		no				
A -Gym and Group Exercise				£300.00		V15400	Partial recovery		no				
M- Gym, Group Exercise and Tennis				£50.00		V15400	Partial recovery		no				
A - Gym, Group Exercise and Tennis				£500.00		V15400	Partial recovery		no				
M-Concession Gym & GE (incl 65+ outside 9am to 5pm Monday to Friday)				£20.00		V15400	Partial recovery		yes	as above under concession link	33%		
A-Concession Gym & GE (incl 65+ outside 9am to 5pm Monday to Friday)				£200.00		V15400	Partial recovery		yes	as above under concession link	33%		
M-On site Club Membership				£22.50		V15400	Partial recovery		no				
A -On site Club Membership				£225.00		V15400	Partial recovery		no				
Haringey 65+ Mon to Fri 9am to 5pm Gym, GE & Athletics				£0.00		V15400	Partial recovery		yes	as above under concession link			
Adult Pay & Play Card				£0.00		V15400	Partial recovery		na				
Adult Concession P&P Card				£0.00		V15400	Partial recovery		na				
Adult Club Pay & Play Card				£0.00		V15400	Partial recovery		na				
Junior Pay & Play Card				£0.00		V15400	Partial recovery		na				
Junior Concession Pay & Play Card				£0.00		V15400	Partial recovery		na				
Replacement Card				£1.00		V15400	Partial recovery		no				
Pitch Hire & Other													
Children's Party (1 hr activity & 1 hr room & host)				£100.00		V15400	Market Rate		no				
Grass 11-a-side			£55.00	£56.95		V15400	Partial recovery	originally based on historical parks pitch prices so needs to move with inflation	no				
Per match/Training session 90mins						V15400	Partial recovery						
Grass Junior			£35.00	£36.25		V15400	Partial recovery	as above	yes	junior			
Per match/Training session 90mins						V15400	Partial recovery						
Grass 9 V9			£20.25	£20.95		V15400	Partial recovery	needs to stay in line with Parks pitch prices	yes	junior			
Grass 7 V7 and 5 V5			£12.60	£13.05		V15400	Partial recovery	as above	yes	junior			
5-a-side 3G (55mins)				£50.00		V15400	Market Rate		no				
5-a-side 3G (55mins) off peak				£25.00		V15400	Market Rate		no				
7-a-side 3G (55 mins)				£70.00		V15400	Market Rate		no				

7-a-side 3G (55 mins) off peak				£35.00		V15400	Market Rate		no				
11-a-side 3G (55 mins)				£110.00		V15400	Market Rate		no				
11-a-side 3G (55 mins) off peak				£65.00		V15400	Market Rate		no				
Stadium Pitch (55 mins)				£200.00		V15400	Market Rate		no				
Stadium Pitch (55 mins) off peak				£100.00		V15400	Market Rate		no				
Athletics Track Hire (no infield/stadium) per hour				£36.00		V15400	Market Rate		no				
New River School Hire													
School Sports Day – half 9 to 12 or 12 to 3 Athletics and Stadium pitch				£300.00		V15400	Market Rate		no				
School Sports Day – full day 9 to 3 Athletics and Stadium pitch				£600.00		V15400	Market Rate		no				
School Athletics Track & Stadium hire per hour between 9am and 4pm				£100.00		V15400	Market Rate		no				
11 aside 3G per hour (off peak only)				£50.00		V15400	Partial recovery		no				
7 aside 3G per hour (off peak only)				£20.00		V15400	Partial recovery		no				
5 aside hire per hour for 4 pens (off peak only)				£30.00		V15400	Partial recovery		no				
Grass pitches per match (90 mins off peak only)				£25.00		V15400	Partial recovery		no				
Indoor Tennis per hour x per court (off peak only)				£10.00		V15400	Partial recovery		no				
Outdoor Tennis per hour per court (off peak only)				£2.50		V15400	Partial recovery		no				

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Appendix VIII b - Park Events

Services that we charge for	2019/20 Charge	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by
								Estimated inflation Increase - 3.5%		**Additional Information**			
	£	£	£	£	%								
Application Fee													
Community & Charity													
Very Small													
Small	£ 26.60	£ 26.60	£ 26.60	£ 27.50	*3.38%*	V15601							
Medium	£ 54.25	£ 54.25	£ 54.25	£ 56.15	*3.50%*	V15601							
Finsbury Park - Medium	£ 54.25	£ 54.25	£ 54.25	£ 56.15	*3.50%*	V15601							
Large	£ 54.25	£ 54.25	£ 54.25	£ 56.15	*3.50%*	V15601							
Finsbury Park - Large													
Funfair and Circus													
Small	£ -			£ 140.00		V15601		**REINTRODUCE** charge previously deleted in 2017, but have since found that this has put some smaller hirers off using the parks as the next charge up is too costly					
Medium	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Large	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Finsbury Park - Large	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Corporate Promotions / Roadshows / Media Events													
Small	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Medium	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Large	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
(Rates apply where an entry fee is payable)													
Small	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Medium	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Large	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Commercial Events		£ -											
Small	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Medium	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Large	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Major	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Other Events													
Private Event - not open to the public - Non licensed per sq m	£ 129.00	£ 132.61	£ 135.26		*-100.00%*	V15601		**DELETE** as too complex to use - replaced with easier charging system for children's b'day parties and private hire (invite only)					
Private Event - not open to the public - licensed per sq m	£ 129.00	£ 132.61	£ 135.26		*-100.00%*	V15601		**DELETE** as too complex to use - replaced with easier charging system for children's b'day parties and private hire (invite only)					
Markets - Maximum Stall Holder fee £120 / day	£ 129.00	£ 132.61	£ 135.26	£ 140.00	*3.50%*	V15601							
Children's Birthday Parties (10 kids +)				£ 27.50		V15601		**NEW** charge to reflect higher demand					
Private hire - invite only				£ 140.00		V15601		NEW charge to reflect higher demand					
Booking Fee													
Community & Charity													
Very Small	£ -	£ -											
Small	£ 26.60	£ 26.60	£ 26.60	£ 27.50	*3.38%*	V15601							
Medium	£ 54.25	£ 54.25	£ 54.25	£ 56.15	*3.50%*	V15601							
Finsbury Park - Medium	£ 54.25	£ 54.25	£ 54.25	£ 56.15	*3.50%*	V15601							
Large	£ 54.25	£ 54.25	£ 54.25	£ 56.15	*3.50%*	V15601							
Finsbury Park - Large	£ 537.60	£ 537.60	£ 537.60	£ 556.42	*3.50%*	V15601							
Funfair and Circus													
Small				£ 583.44		V15601		**REINTRODUCE** charge previously deleted in 2017, but have since found that this has put some smaller hirers off using the parks as the next charge up is too costly					
Medium	£ 537.60	£ 552.65	£ 563.71	£ 583.44	*3.50%*	V15601							
Large	£ 537.60	£ 552.65	£ 563.71	£ 583.44	*3.50%*	V15601							
Finsbury Park - Large	£ 537.60	£ 552.65	£ 563.71	£ 583.44	*3.50%*	V15601							
Corporate Promotions / Roadshows / Media Events													
Small	£ 537.60	£ 552.65	£ 563.71	£ 583.44	*3.50%*	V15601							
Medium	£ 1,341.40	£ 1,378.96	£ 1,406.54	£ 1,455.77	*3.50%*	V15601							
Large	£ 2,688.00	£ 2,763.26	£ 2,818.53	£ 2,917.18	*3.50%*	V15601							
Commercial Charity Fundraising (Rates apply where an entry fee is payable)													
Small	£ 54.25	£ 55.77	£ 56.88	£ 58.88	*3.51%*	V15601							
Medium	£ 107.50	£ 110.51	£ 112.72	£ 116.66	*3.50%*	V15601							
Large	£ 537.60	£ 552.65	£ 563.71	£ 583.44	*3.50%*	V15601							
Commercial Events		£ -											
Small	£ 135.15	£ 138.93	£ 141.71	£ 146.67	*3.50%*	V15601							
Medium	£ 1,341.40	£ 1,378.96	£ 1,406.54	£ 1,455.77	*3.50%*	V15601							
Large	£ 2,688.00	£ 2,763.26	£ 2,818.53	£ 2,917.18	*3.50%*	V15601							
Major	£ 6,451.20	£ 6,631.83	£ 6,764.47	£ 7,001.00	*3.50%*	V15601							
Other Events													
Private Event - not open to the public - Non licensed per sq m	£ 156.25	£ 160.63	£ 163.84		*-100.00%*	V15601		**DELETE** as too complex to use - replaced with easier charging system for children's b'day parties and private hire (invite only)					
Private Event - not open to the public - licensed per sq m	£ 250.85	£ 257.87	£ 263.03		*-100.00%*	V15601		**DELETE** as too complex to use - replaced with easier charging system for children's b'day parties and private hire (invite only)					

Markets - Maximum Stall Holder fee £120 / day	£ 312.30	£ 321.04	£ 327.47	£ 338.93	*3.50%*	V15601							
Children's Birthday Parties				£ 27.50		V15601		**NEW** charge to reflect higher demand					
Private hire - invite only				£ 146.67		V15601		NEW charge to reflect higher demand					
Operational day fee/basic hire fee													
Community & Charity													
Very Small	£ -	£ -											
Small	£ 54.25	£ 54.25	£ 54.25	£ 56.15	*3.50%*	V15601							
Medium	£ 106.50	£ 106.50	£ 106.50	£ 110.23	*3.50%*	V15601							
Finsbury Park - Medium	£ 153.60	£ 153.60	£ 153.60	£ 158.98	*3.50%*	V15601							
Large	£ 532.45	£ 532.45	£ 532.45	£ 551.09	*3.50%*	V15601							
Finsbury Park - Large	£ 2,662.40	£ 2,662.40	£ 2,662.40	£ 2,755.58	*3.50%*	V15601							
Funfair and Circus													
Small	£ -	£ -		£ 430.10		V15601		**REINTRODUCE** charge previously deleted in 2017, but have since found that this has put some smaller hirers off using the parks as the next charge up is too costly					
Medium	£ 580.60	£ 596.86	£ 608.79	£ 630.10	*3.50%*	V15601							
Large	£ 813.05	£ 835.82	£ 852.53	£ 882.37	*3.50%*	V15601							
Finsbury Park - Large	£ 928.75	£ 954.76	£ 973.85	£ 1,007.94	*3.50%*	V15601							
Corporate Promotions / Roadshows / Media Events													
Small	£ 1,331.20	£ 1,368.47	£ 1,395.84	£ 1,444.70	*3.50%*	V15601							
Medium	£ 4,259.90	£ 4,379.18	£ 4,466.76	£ 4,623.10	*3.50%*	V15601							
Large	£ 8,519.70	£ 8,758.25	£ 8,933.42	£ 9,246.09	*3.50%*	V15601							
Commercial Charity Fundraising (Rates apply where an entry fee is payable)													
Small	£ 133.10	£ 136.83	£ 139.56	£ 144.45	*3.50%*	V15601							
Medium	£ 532.45	£ 547.36	£ 558.31	£ 577.85	*3.50%*	V15601							
Large	£ 3,727.35	£ 3,831.72	£ 3,908.35	£ 4,045.15	*3.50%*	V15601							
Commercial Events		£ -											
Small	£ 1,332.20	£ 1,369.50	£ 1,396.89	£ 1,445.79	*3.50%*	V15601							
Medium	£ 5,325.80	£ 5,474.92	£ 5,584.42	£ 5,780.00	*3.50%*	V15601							
Large	£ 26,624.00	£ 27,369.47	£ 27,916.86	£ 28,894.00	*3.50%*	V15601							
Major	£ 256,000.00	£ 263,168.00	£ 268,431.36	£ 277,827.00	*3.50%*	V15601							
Other Events													
Private Event - not open to the public - Non licensed per sq m	£ 79.85	£ 82.09	£ 83.73		*-100.00%*	V15601		**DELETE** as too complex to use - replaced with easier charging system for children's b'day parties and private hire (invite only)					
Private Event - not open to the public - licensed per sq m	£ 160.75	£ 165.25	£ 168.56		*-100.00%*	V15601		**DELETE** as too complex to use - replaced with easier charging system for children's b'day parties and private hire (invite only)					
Markets - Maximum Stall Holder fee £120 / day	35%	35.98%	36.70%	38.00%	*3.54%*	V15601							
Children's Birthday Parties - PER HEAD				£ 1.50		V15601		**NEW** charge to reflect higher demand					
Private hire - invite only - PER HEAD, PER DAY				£ 3.75		V15601		NEW charge to reflect higher demand					
Extra Event Days Fee													
Community & Charity													
Very Small	£ -	£ -											
Small	£ 26.60	£ 26.60	£ 26.60	£ 27.50	*3.38%*	V15601							
Medium	£ 53.25	£ 53.25	£ 53.25	£ 55.11	*3.49%*	V15601							
Finsbury Park - Medium	£ 74.75	£ 74.75	£ 74.75	£ 77.36	*3.49%*	V15601							
Large	£ 266.25	£ 266.25	£ 266.25	£ 275.57	*3.50%*	V15601							
Finsbury Park - Large	£ 1,331.20	£ 1,331.20	£ 1,331.20	£ 1,377.80	*3.50%*	V15601							
Corporate Promotions / Roadshows / Media Events													
Small	£ 399.35	£ 410.53	£ 418.74	£ 433.40	*3.50%*	V15601							
Medium	£ 1,277.95	£ 1,313.73	£ 1,340.01	£ 1,386.92	*3.50%*	V15601							
Large	£ 2,555.90	£ 2,627.47	£ 2,680.01	£ 2,773.82	*3.50%*	V15601							
Commercial Charity Fundraising (Rates apply where an entry fee is payable)													
Small	£ 39.95	£ 41.07	£ 41.89	£ 43.36	*3.51%*	V15601							
Medium	£ 159.75	£ 164.22	£ 167.51	£ 173.38	*3.51%*	V15601							
Large	£ 1,118.20	£ 1,149.51	£ 1,172.50	£ 1,213.54	*3.50%*	V15601							
Commercial Events		£ -											
Small	£ 399.35	£ 410.53	£ 418.74	£ 433.40	*3.50%*	V15601							
Medium	£ 1,597.45	£ 1,642.18	£ 1,675.02	£ 1,733.65	*3.50%*	V15601							
Large	£ 7,987.20	£ 8,210.84	£ 8,375.06	£ 8,668.19	*3.50%*	V15601							
Major	£ 76,800.00	£ 78,950.40	£ 80,529.41	£ 83,348.00	*3.50%*	V15601							
Set Up / Take Down													
Community & Charity													
Very Small	£-												
Small	£ 26.60	£ 26.60	£ 26.60	£ 27.50	*3.38%*	V15601							
Medium	£ 53.25	£ 53.25	£ 53.25	£ 55.11	*3.49%*	V15601							
Finsbury Park - Medium	£ 76.80	£ 76.80	£ 76.80	£ 79.49	*3.50%*	V15601							
Large	£ 266.25	£ 266.25	£ 266.25	£ 275.57	*3.50%*	V15601							
Finsbury Park - Large	£ 1,331.20	£ 1,331.20	£ 1,331.20	£ 1,377.80	*3.50%*	V15601							
Funfair and Circus													

Small	£ -	£ -		£ 105.57		V15601		**REINTRODUCE** charge previously deleted in 2017, but have since found that this has put some smaller hirers off using the parks as the next charge up is too costly					
Medium	£ 115.70	£ 118.94	£ 121.32	£ 125.57	*3.50%*	V15601							
Large	£ 161.80	£ 166.33	£ 169.66	£ 175.60	*3.50%*	V15601							
Finsbury Park - Large	£ 185.35	£ 190.54	£ 194.35	£ 201.16	*3.50%*	V15601							
Corporate Promotions / Roadshows / Media Events													
Small	£ 665.50	£ 684.13	£ 697.82	£ 722.25	*3.50%*	V15601							
Medium	£ 2,129.90	£ 2,189.54	£ 2,233.33	£ 2,311.50	*3.50%*	V15601							
Large	£ 4,259.85	£ 4,379.13	£ 4,466.71	£ 4,623.05	*3.50%*	V15601							
Commercial Charity Fundraising (Rates apply where an entry fee is payable)													
Small	£ 13.30	£ 13.67	£ 13.95	£ 14.44	*3.54%*	V15601							
Medium	£ 53.25	£ 54.74	£ 55.84	£ 57.79	*3.50%*	V15601							
Large	£ 372.75	£ 383.19	£ 390.85	£ 404.53	*3.50%*	V15601							
Commercial Events													
Small	£ 33.80	£ 34.75	£ 35.44	£ 36.69	*3.52%*	V15601							
Medium	£ 133.10	£ 136.83	£ 139.56	£ 144.45	*3.50%*	V15601							
Large	£ 665.50	£ 684.13	£ 697.82	£ 722.25	*3.50%*	V15601							
Major	£ 6,400.00	£ 6,579.20	£ 6,710.78	£ 6,945.66	*3.50%*	V15601							
Other Events													
Markets - Maximum Stall Holder fee £120 / day	20% of event rate	20% of event rate	50% of core cost	50% of core cost	*0.00%*	V15601							
Private hire - invite only - PER HEAD, PER DAY				£ 144.45		V15601		NEW charge to reflect higher demand					
Grounds Deposit													
Community & Charity													
Small	£ 103.00	£ 103.00	£ 103.00	£ 103.00	*0.00%*	V15601							
Medium	£ 309.00	£ 309.00	£ 309.00	£ 309.00	*0.00%*	V15601							
Finsbury Park - Medium	£ 309.00	£ 309.00	£ 309.00	£ 309.00	*0.00%*	V15601							
Large	£ 618.00	£ 618.00	£ 618.00	£ 618.00	*0.00%*	V15601							
Finsbury Park - Large	£ 618.00	£ 618.00	£ 618.00	£ 618.00	*0.00%*	V15601							
Funfair and Circus													
Small	£ -			£ 1,505.00		V15601		**REINTRODUCE** charge previously deleted in 2017, but have since found that this has put some smaller hirers off using the parks as the next charge up is too costly					
Medium	£ 2,060.00	£ 2,060.00	£ 2,101.20	£ 2,101.20	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Large	£ 3,090.00	£ 3,090.00	£ 3,151.80	£ 3,151.80	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Finsbury Park - Large	£ 3,090.00	£ 3,090.00	£ 3,151.80	£ 3,151.80	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Corporate Promotions / Roadshows / Media Events													
Small	£ 515.00	£ 515.00	£ 525.30	£ 525.30	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Medium	£ 2,060.00	£ 2,060.00	£ 2,101.20	£ 2,101.20	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Large	£ 4,120.00	£ 4,120.00	£ 4,202.40	£ 4,202.40	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
(Rates apply where an entry fee is payable)													
Small	£ 103.00	£ 103.00	£ 105.06	£ 105.06	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Medium	£ 309.00	£ 309.00	£ 315.18	£ 315.18	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Large	£ 618.00	£ 618.00	£ 630.36	£ 630.36	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					
Commercial Events													
Small	£ 258.00	£ 258.00	£ 263.16	£ 263.16	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.					

Medium	£ 1,030.00	£ 1,030.00	£ 1,050.60	£ 1,050.60	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.						
Large	£ 10,000.00	£ 10,000.00	£ 10,200.00	£ 105,200.00	*931.37%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.						
Major	£ 15,000.00	£ 15,000.00	£ 15,300.00	£ 15,300.00	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.						
Other Events														
Markets - Maximum Stall Holder fee £120 / day	£ 2,000.00	£ 2,000.00	£ 2,040.00	£ 2,040.00	*0.00%*	V15601		**UNCHANGED** - amounts are sufficient to cover any grounds damage done. If none occours this amount is refunded in its entirity. If on the rare occasion damage is done that totals more than the paid grounds deposit, the hirer is charged as per the terms and conditions of hire.						
Children's Birthday Parties				£ 55.00		V15601		**NEW** charge to reflect higher demand						
Private hire - invite only				£ 263.16		V15601		NEW charge to reflect higher demand						
Environmental Impact Fee														
Community & Charity														
Medium	£ 108.55	£ 108.55	£ 108.55	£ 112.35	*3.50%*	V15601								
Finsbury Park - Medium	£ 108.55	£ 108.55	£ 108.55	£ 112.35	*3.50%*	V15601								
Large	£ 320.50	£ 320.50	£ 320.50	£ 331.72	*3.50%*	V15601								
Finsbury Park - Large	£ 1,064.95	£ 1,064.95	£ 1,064.95	£ 1,102.23	*3.50%*	V15601								
Funfair and Circus														
Small	£ -	£ -		£ 577.91		V15601		**REINTRODUCE** charge previously deleted in 2017, but have since found that this has put some smaller hirers off using the parks as the next charge up is too costly						
Medium	£ 1,236.00	£ 1,270.61	£ 1,296.02	£ 1,341.39	*3.50%*	V15601								
Large	£ 1,488.00	£ 1,529.66	£ 1,560.26	£ 1,614.87	*3.50%*	V15601								
Finsbury Park - Large	£ 1,852.00	£ 1,903.86	£ 1,941.93	£ 2,009.90	*3.50%*	V15601								
Corporate Promotions / Roadshows / Media Events														
Small	£ 532.50	£ 547.41	£ 558.36	£ 577.91	*3.50%*	V15601								
Medium	£ 1,064.95	£ 1,094.77	£ 1,116.66	£ 1,155.75	*3.50%*	V15601								
Large	£ 2,129.90	£ 2,189.54	£ 2,233.33	£ 2,311.50	*3.50%*	V15601								
Commercial Charity Fundraising (Rates apply where an entry fee is payable)														
Small	£ -	£ -				V15601								
Medium	£ 532.50	£ 547.41	£ 558.36	£ 577.91	*3.50%*	V15601								
Large	£ 1,064.95	£ 1,094.77	£ 1,116.66	£ 1,155.75	*3.50%*	V15601								
Commercial Events														
Small	£ 108.55	£ 111.59	£ 113.82	£ 117.81	*3.50%*	V15601								
Medium	£ 423.95	£ 435.82	£ 444.54	£ 577.91	*30.00%*	V15601								
Large	£ 2,129.90	£ 2,189.54	£ 2,233.33	£ 2,311.50	*3.50%*	V15601								
Major *	£ 15,000.00	£ 10,958.50	£ 11,177.67	£ 11,568.90	*3.50%*	V15601								
Other Events														
Markets - Maximum Stall Holder fee £120 / day	£ 532.50	£ 547.41	£ 558.36	£ 577.91	*3.50%*	V15601								
Private hire - invite only - PER HEAD, PER DAY				£ 117.81		V15601		NEW charge to reflect higher demand						
Other costs														
Core Cost														
Finsbury Park - Road closure per half day	£ 286.70	£ 294.73	£ 300.62	£ 311.15	*3.50%*	V15601								
Event Signage per location per week	£ 27.65	£ 28.42	£ 28.99	£ 30.00	*3.47%*	V15601								
Event / Promotional Banners per location per week	£ 54.30	£ 55.82	£ 56.94	£ 58.93	*3.50%*	V15601								

Appendix IX - Registrars

Services that we charge for	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Estimated inflation Increase - 3.5% Comments if different to Inflation Figure	Additional Information Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	%								
Births, Marriages & Deaths - Citizenship - Statutory fees cannot be changed												
Statutory marriage & civil partnership services held in the register office	£ 57.00	£ 57.00	£ 57.00	*0.00%*		Statutory	Statutory fee	No				No
Civil Partnership Conversion appointment	£ 45.00	£ 45.00	£ 45.00	*0.00%*		Statutory	Statutory fee	No				No
Civil Partnership Conversion initial appointment - if having a ceremony	£ 27.00	£ 27.00	£ 27.00	*0.00%*		Statutory	Statutory fee	No				No
Notices for marriage & civil partnership	£ 35.00	£ 35.00	£ 35.00	*0.00%*		Statutory	Statutory fee	No				No
Notice immigration referral	£ 12.00	£ 12.00	£ 12.00	*0.00%*		Statutory	Statutory fee	No				No
Birth, death, marriage & civil partnership certificates	£ 11.00	£ 11.00	£ 11.00	*0.00%*		Statutory	Statutory fee	No				No
Birth, death and marriage certificates at time of registration	£ 11.00	£ 11.00	£ 11.00	*0.00%*		Statutory	Statutory fee	No				No
Attending religious buildings for marriage and civil partnership ceremonies (CHURCH)	£ 97.00	£ 97.00	£ 97.00	*0.00%*		Statutory	Statutory fee	No				No
SR Consideration of a divorce obtained outside UK	£ 50.00	£ 50.00	£ 50.00	*0.00%*		Statutory	Statutory fee	No				No
RG Consideration of a divorce obtained outside UK	£ 75.00	£ 75.00	£ 75.00	*0.00%*		Statutory	Statutory fee	No				No
Forename added within 12 months of birth registration	£ 40.00	£ 40.00	£ 40.00	*0.00%*		Statutory	Statutory fee	No				No
Consideration by Registrar of a correction application	£ 75.00	£ 75.00	£ 75.00	*0.00%*		Statutory	Statutory fee	No				No
Consideration by the RG of a correction application	£ 90.00	£ 90.00	£ 90.00	*0.00%*		Statutory	Statutory fee	No				No
Statutory fee per Citizenship Ceremony attendee	£ 80.00	£ 80.00	£ 80.00	*0.00%*		Statutory	Statutory fee	No				No
Religious building certification inc religious venues for civil partnerships							Statutory fee	No				No
- worship	£ 28.00	£ 28.00	£ 28.00	*0.00%*		Statutory	Statutory fee	No				No
- marriage	£ 120.00	£ 120.00	£ 120.00	*0.00%*		Statutory	Statutory fee	No				No
Public search of records	£ 18.00	£ 18.00	£ 18.00	*0.00%*		Statutory	Statutory fee	No				No
Marriage, civil partnership or civil partnership to marriage conversion ceremonies held in the Earlham Room at George Meehan House **Now incorporates Renewal of Vows, Naming and Private Citizenship Ceremonies**												
Monday, Tuesday, Wednesday, Thursday	£ 200.00	£ 204.00	£ 211.00	*3.43%*		Full Cost Recovery		No				No
Friday	£ 210.00	£ 214.00	£ 221.00	*3.27%*		Full Cost Recovery		No				No
Saturday	£ 300.00	£ 306.00	£ 317.00	*3.59%*		Full Cost Recovery		No				No
Sunday up until 6pm This is for an individual ceremony where the building is opened up specially for a couple	£ 668.00	£ 682.00	£ 706.00	*3.52%*		Full Cost Recovery		No				No
Sunday up until 6pm (multiple bookings)	£ 462.00	£ 471.00	£ 487.00	*3.40%*		Full Cost Recovery		No				No
Bank Holidays up until 6pm	£ 925.00	£ 944.00	£ 977.00	*3.50%*		Full Cost Recovery		No				No
Monday to Friday from 6pm to 10pm	£ 514.00	£ 525.00	£ 543.00	*3.43%*		Full Cost Recovery		No				No
Saturdays from 6pm to 10pm	£ 925.00	£ 944.00	£ 977.00	*3.50%*		Full Cost Recovery		No				No
Sundays and Bank Holidays from 6pm to 10pm	£ 1,131.00	£ 1,155.00	£ 1,196.00	*3.55%*		Full Cost Recovery		No				No
Weddings between 11pm and 8am - Any day at the Civic Centre and George Meehan House - Any room This fee will now apply from 10pm and 8am weekdays, 10pm to 9am Saturdays and 10pm to 10am Sundays and Bank Holidays. The fee will apply for all rooms	£ 2,056.00	£ 2,099.00	£ 2,173.00	*3.53%*		Full Cost Recovery		No				No
Council Chamber				*#DIV/0!*								
Monday, Tuesday, Wednesday, Thursday	£ 360.00	£ 368.00	£ 381.00	*3.53%*		Full Cost Recovery		No				No
Friday New fee with a different rate on Friday to correspond with the Civic Suite charging structure	£ 401.00	£ 409.00	£ 423.00	*3.42%*		Full Cost Recovery		No				No
Council Chamber Monday to Saturday from 6pm to 10pm	£ 1,028.00	£ 1,049.00	£ 1,085.00	*3.43%*		Full Cost Recovery		No				No
Council Chamber (Saturdays) This fee now applys until 6pm on Saturdays	£ 514.00	£ 525.00	£ 543.00	*3.43%*		Full Cost Recovery		No				No
Council Chamber (Sundays and Bank Holidays up until 6pm) This fee applys for individual ceremonies where the building is opened up specially for the couple	£ 1,028.00	£ 1,049.00	£ 1,085.00	*3.43%*		Full Cost Recovery		No				No
Council Chamber Monday to Friday 6pm to 10 pm New fee to correspond to the Civic Suite charging structure	£ 977.00	£ 997.00	£ 1,031.00	*3.41%*		Full Cost Recovery		No				No
Council Chamber (Sundays and Bank Holidays from 6pm to 11pm)	£ 1,100.00	£ 1,122.00	£ 1,162.00	*3.57%*		Full Cost Recovery		No				No
Marriage, civil partnership or civil partnership to marriage conversion ceremonies held in Committee Rooms and Meehan House Woodside and Westbury rooms. **This fee now incorporates Renewal of Vows, Naming and private Citizenship Ceremonies. Externally sourced ceremony packs are charged cost price**												
Woodside Room or Westbury Room Monday to Friday (Until 6pm)	£ 350.00	£ 357.00	£ 370.00	*3.64%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Monday to Friday half day exclusive use either am or pm (9am to 1pm) or (1pm to 5pm). Room can be personalised and time includes setup and take down (new fee)			£ 800.00			Market Rate		No				

Woodside Room or Westbury Room Saturday (Until 6pm)	£ 400.00	£ 408.00	£ 422.00	*3.43%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Saturday half day exclusive use either am or pm (9am to 1pm) or (1pm to 5pm). Room can be personalised and time includes setup and take down (new fee)			£ 1,000.00			Market Rate		No				
Woodside Room or Westbury Room Sunday (Until 6pm) Individual ceremony where the building is opened up specially	£ 714.00	£ 728.00	£ 754.00	*3.57%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Sunday (Until 6pm) Multiple ceremonies in the same time period	£ 509.00	£ 519.00	£ 537.00	*3.47%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Bank Holiday (Until 6pm)	£ 982.00	£ 1,003.00	£ 1,039.00	*3.59%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Monday to Friday (6pm to 10pm)	£ 571.00	£ 583.00	£ 603.00	*3.43%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Saturday (6pm to 10pm)	£ 982.00	£ 1,003.00	£ 1,039.00	*3.59%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Sunday and Bank Holidays (6pm to 10pm)	£ 1,131.00	£ 1,155.00	£ 1,195.00	*3.46%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room Between 10pm and 9am Saturdays and 10pm and 10am Sundays and Bank Holidays	£ 2,056.00	£ 2,097.00	£ 2,170.00	*3.48%*		Full Cost Recovery		No				No
Marriage, civil partnership or civil partnership to marriage conversion ceremonies held at approved premises, for example Alexandra Palace and Bruce Castle												
Monday to Sunday - before 5pm	565.00	577.00	597.00	*3.47%*		Full Cost Recovery		No				No
Bank Holidays - before 6pm - Bank Holidays up until 5pm	771.00	787.00	814.00	*3.43%*		Full Cost Recovery		No				No
Weekday - 5pm to 10pm	1028.00	1050.00	1086.00	*3.43%*		Full Cost Recovery		No				No
Saturday - 5pm to 10pm	1028.00	1050.00	1086.00	*3.43%*		Full Cost Recovery		No				No
Sunday - 5pm to 10pm	1028.00	1050.00	1086.00	*3.43%*		Full Cost Recovery		No				No
Bank Holidays - 5pm to 10pm	1645.00	1680.00	1739.00	*3.51%*		Full Cost Recovery		No				No
Any day - Overnight Ceremonies 10pm to 10am Monday to Saturday and 10pm and 11am Sundays and Bank Holidays	3238.00	3305.00	3420.00	*3.48%*		Full Cost Recovery		No				No
Additional Fees - non Statutory												
Woodside Room or Westbury Room basic Room hire per hour (minimum 2 hour hire) Between 9am and 5pm Additional costs such as security charged at appropriate rate	102.75	105.00	109.00	*3.81%*		Full Cost Recovery		No				No
Woodside Room or Westbury Room basic Room hire per hour (minimum 2 hour hire) Between 5pm to 10pm (new fee) Additional costs such as security charged at appropriate rate	205.50	210.00	218.00	*3.81%*		Full Cost Recovery		No				No
Ceremony Changing Room hire (1 hour)	25.70	26.25	27.15	*3.43%*		Full Cost Recovery		No				No
Room hire damage deposit	154.25	157.50	170.00	*7.94%*		Full Cost Recovery		No				No
Designation or renewal of a private premises as an approved premise for marriages and civil partnerships - Renewal. Council and council linked premises charged advertising cost only (currently £0)	308.50	315.00	326.00	*3.49%*		Full Cost Recovery		No				No
Ceremonies late attendance fee - if more than 20 minutes late from agreed arrival time	102.80	105.00	109.00	*3.81%*		Full Cost Recovery		No				No
Ceremony planning fee away from the George Meehan House (per hour) Also includes rehearsals	257.00	262.50	272.00	*3.62%*		Full Cost Recovery		No				No
Booking fee (advance payment) If ceremony fee is less than this fee full payment required at time of booking	200.00	204.00	211.00	*3.43%*		Full Cost Recovery		No				No
Postage fee	1.13	1.16	1.20	*3.45%*		Full Cost Recovery		No				No

Postage fee recorded or overseas	6.68	6.82	7.06	*3.52%*		Full Cost Recovery		No				No
Issuing of a letter on request	30.83	31.50	32.60	*3.49%*		Full Cost Recovery		No				No

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Appendix X - Regulatory Services

Estimated inflation Increase - 3.5%

Services that we charge for	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Additional Information: Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when?
	£	£	£	%								
Pest Control												
Domestic Treatment for Rats	138.00	141.00	146.00	*3.55%*	v31500	Market Rate		no				
Concession Per treatment for rats	83.00	85.00	88.00	*3.53%*	v31500	Partial recovery		yes	means tested benefit		public health	yes each year
Commercial Per treatment for rats	Price on request	Price on request		*0.00%*		Market Rate		no				
Domestic Per treatment for mice	138.00	141.00	146.00	*3.55%*	v31500	Market Rate		no				
Concession Per treatment for mice	83.00	85.00	88.00	*3.53%*	v31500	Partial recovery		yes	means tested benefit		public health	yes wach year
Commercial Per treatment for mice	Price on request	Price on request		*0.00%*		Market Rate		no				
Wasps -	78.00	78.00	81.00	*3.85%*	v31500	Market Rate						
Wasps - per additional nest	46.00	46.00	48.00	*4.35%*	v31500	Market Rate		no				
Cockroaches - Domestic	188.00	188.00	195.00	*3.72%*	v31500	Market Rate		no				
Cockroaches - Concession	113.00	113.00	117.00	*3.54%*	v31500	Partial recovery		yes	means tested benefit	40.00%	public health	yes each year
Cockroaches - Commercial	Price on request	Price on request		*0.00%*		Market Rate		no				
Fleas - Domestic	132.00	135.00	140.00	*3.70%*	v31500	Market Rate		no				
Fleas - Concession	80.00	82.00	84.00	*2.44%*	v31500	Partial recovery		yes	means tested benefit	40.00%		
Fleas - Commercial	Price on request	Price on request		*0.00%*	v31500	Market Rate		no				
Pharaoh's Ants - Domestic (single dwelling)	166.00	170.00	176.00	*3.53%*	v31500	Market Rate		no				
Pharaoh's Ants - Concession	100.00	102.00	106.00	*3.92%*	v31500	Partial recovery		yes	means tested benefit	40.00%	public health	yes each year
Pharaoh's Ants - Commercial	Price on request	Price on request		*0.00%*	v31500	Market Rate		no				
Bed bugs - Domestic	212.00	217.00	280.00	*29.03%*	v31500	Market Rate	Move to up to 3 visits from 2 visits due to complex nature of work required					
Bed bugs - concession	128.00	131.00	168.00	*28.24%*	v31500	Partial recovery		yes	means tested benefit	40.00%	public health	yes each year
Bed bugs - Commercial	Price on request	Price on request		*0.00%*	v31500	Market Rate		no				
Stored Product Pests /fruit fly- Domestic	144.00	148.00	154.00	*4.05%*	v31500	Market Rate		no				
Stored Product Pests - Commercial	Price on request	Price on request		*0.00%*	v31500	Market Rate		no				
Squirrels - Domestic	144.00	148.00	154.00	*4.05%*	v31500	Market Rate		no				
Squirrels - Commercial	Price on request	Price on request		*0.00%*	v31500	Market Rate		no				
Other Pests - Domestic	144.00	148.00	154.00	*4.05%*	v31500	Market Rate		no				
Other Pests - Commercial	Price on request	Price on request	Price on request	*0.00%*	v31500	Market Rate		no				
New Reduced fee for Compliant Licenced Landlords	n/a	20% reduction on full fee			V31500	Market Rate		no				
Assessment visit only no treatment carried out	% of total treatment cost subject to minimum missed visit charge	% of total treatment cost subject to minimum missed visit charge	% of total treatment cost subject to minimum missed visit charge	*0.00%*	v31500	Full Cost Recovery		no				
Missed visit and additional visit charge or less than 48 hours notice												

Domestic	% of loss of full total tre	% of loss of full total tre	% of loss of full treatme	*0.00%*	v31500	Full Cost Recovery		no				
Commercial	% of loss of full total tre	% of loss of full total tre	% of loss of full treatme	*0.00%*	v31500	Full Cost Recovery		no				
Concession		% of loss of full concession	treatment cost	*0.00%*	v31500	Full Cost Recovery		yes	means tested benefit	40.00%	Public health	
Cancellation administration Fee	17.00	18.00	19.00	*5.56%*	v31500	Full Cost Recovery		no				
Drain Examinations Per examination (unless cases of formal action or involving rodent infestation) excluding use of closed circuit TV inspection.	Price on request	Price on request	Price on request	*0.00%*	v31500	Full Cost Recovery		no				
Domestic	Price on request	Price on request	Price on request	*0.00%*	v31500	Full Cost Recovery		no				
Commercial	Price on request	Price on request	Price on request	*0.00%*	v31500	Full Cost Recovery		no				
Pest Control Not for profit charges	Price on request dependant on size numbers and durations	Price on request	Price on request	*0.00%*	v31500	Market Rate						
Drain Examinations Per examination (unless cases of formal action or involving rodent infestation) excluding use of closed circuit TV inspection.	Price on request	Price on request	Price on request	*0.00%*	v31500	Market Rate		no				
Mortuary												
Reception of Bodies from Other Authorities (A) For Post Mortem Examination (PME) assistance and retention (a) Reception between 08:00 and 16:00 Mon to Fri	326.00	333.00	345.00	*3.60%*	v32700	Full Cost Recovery		no				
(b) Reception outside times in (a) above	451.00	460.00	476.00	*3.48%*	v32700	Full Cost Recovery		no				
(c) Additional charge to (a) or (b) Special Post Mortem Examination	747.00	762.00	789.00	*3.54%*	v32700	Full Cost Recovery		no				
(d) Additional Charges for 2nd or subsequent Post Mortem	765.00	781.00	809.00	*3.59%*	v32700	Full Cost Recovery		no				
(B) For retention of bodies with no PME assistance (a) Reception between 08:00 and 16:00 Mon to Fri	103.00	106.00	110.00	*3.77%*	v32700	Full Cost Recovery		no				
(b) Reception outside times in (a) above	152.00	156.00	162.00	*3.85%*	v32700	Full Cost Recovery		no				
For retention of bodies for National Assistance Burials beyond date of referral to Authority concerned. (Per week or part thereof)	117.00	120.00	125.00	*4.17%*	v32700	Full Cost Recovery		no				
Storage of body	Free for first 10 days then £12 per day	Free for the first 10 days then £12 per day	Free for the first 10 days then £12 per day	*0.00%*	v32700	Full Cost Recovery		no				
ESTABLISHMENT CHARGE (Percentage of cost of works unless other stated)												
1.For works in default of owner following failure to comply with legislative requirements	30% plus VAT	30% plus VAT	30% plus VAT	*0.00%*	v32100	Full Cost Recovery		no				
2. For works by agreement	20% plus VAT	20% plus VAT	20% plus VAT	*0.00%*	v32100	Full Cost Recovery		no				
3. For arrangement of Burials or Cremations 30% + VAT	30% plus VAT	30% plus VAT	30% plus VAT	*0.00%*	v32100	Full Cost Recovery		no				
4. Supervision of works only	30% of cost of works	30% of cost of works	30% of cost of works	*0.00%*	v32100	Full Cost Recovery						
OFFICER TIME – reports, consultations and investigations												
Minimum charge for up to 2 hours	155.00	159.00	165.00	*3.77%*	v32100	Full Cost Recovery		no				
Charge per hour after first 2 hours	77.00	79.00	82.00	*3.80%*	v32100	Full Cost Recovery		no				
Food Hygiene Rating Revisits												
Charge per visit	195.00	199.00	246.00	*23.62%*	v32100	Full Cost Recovery		no				
Health Education Training												
Foundation in Food Safety (per person per course)	70.00	70.00	73.00	*4.29%*	v32100	Full Cost Recovery		no				
Health Certificates (no vat applicable)												

Food - one Copy Sampling requiring analysis	137.00	140.00	145.00	*3.57%*	v32100	Full Cost Recovery		no				
Movements of bodies												
Certification for sealing of coffins for dispatch overseas - first two hours	Price on request	Price on request	Price on request	*0.00%*	v32100	Full Cost Recovery		no				
Plus per hours thereafter Freedom from Infection Certificate for movement of bodies outside UK	Price on request	Price on request	Price on request	*0.00%*	v32100	Full Cost Recovery		no				
CONSUMER RIGHTS ACT 2015 – DUTY OF AGENT TO DISPLAY FEES												
Non Display of Landlord Fees	5000.00	5000.00	5000.00	*0.00%*	v32200	Statutory		no				
Non Display of Tenants Fees	5000.00	5000.00	5000.00	*0.00%*	v32200	Statutory		no				
Client money Protection Status	5000.00	5000.00	5000.00	*0.00%*	v32200	Statutory		no				
REDRESS SCHEME FOR LETTING AGENCY WORK AND PROPERTY MANAGEMENT WORK												
Not belonging to a Redress Scheme	5000.00	5000.00	5000.00	*0.00%*	v32200	Statutory		no				
Private Water Supplies												
Risk assessment minimum charge for up to 2 hours	156.00	160.00	165.00	*3.13%*	v32100	Statutory		no				
Risk Assessment each additional hour	78.00	80.00	82.00	*2.50%*	v32100	Statutory		no				
Authorisation	100.00	100.00	100.00	*0.00%*	v32100	Statutory		no				
Investigation - Sampling Visits:	100.00	100.00	100.00	*0.00%*	v32100	Statutory		no				
Sample taken under S.10 routine compliance	25.00	25.00	25.00	*0.00%*	v32100	Statutory		no				
Sample Analysis - check Monitoring	100.00	100.00	100.00	*0.00%*	v32100	Statutory		no				
Sample Analysis -Audit monitoring	500.00	500.00	500.00	*0.00%*	v32100	Statutory		no				
Contaminated land												
Application for information in respect of potentially contaminated sites.	118.00	105.00	105.00	*0.00%*	v32800							
Copy of documents and files.	Price on request	Price on request	Price on request	*0.00%*	v32800							
(*) ENVIRONMENTAL PERMITTING (statutory fees & charges - reviewed periodically by Government may be subject to change)												
Application Fees												
Standard process	£ 1,650.00	£ 1,650.00	£ 1,650.00	*0.00%*	v32800							
Additional fee for operating without a permit	£ 1,188.00	£ 1,188.00	£ 1,188.00	*0.00%*	v32800							
reduced fee activity (except VRs)	£ 155.00	£ 155.00	£ 155.00	*0.00%*	v32800							
PVR1&11 combined	£ 257.00	£ 257.00	£ 257.00	*0.00%*	v32800							
Vehicle refinishers (VRs) & other reduced fee activities	£ 362.00	£ 362.00	£ 362.00	*0.00%*	v32800							
Reduced fee activity: Additional fee for operating without a permit	£ 71.00	£ 71.00	£ 71.00	*0.00%*	v32800							
mobile screening and crushing plant 1st and 2nd	£ 1,650.00	£ 1,650.00	£ 1,650.00	*0.00%*	v32800							
for the 3rd to 7th applications	£ 985.00	£ 985.00	£ 985.00	*0.00%*	v32800							
for the 8th and subsequent apps	£ 498.00	£ 498.00	£ 498.00	*0.00%*	v32800							
Where an application for any of the above is for a combined Part B and waste application, add an extra £297 to the above amounts					v32800							
Annual Subsistence Charge					v32800							
Standard process low	£772 (+£104)	£772 (+£104)	£772 (+£104)	*0.00%*	v32800							
standard process medium	£1161 (+£156)	£1161 (+£156)	£1161 (+£156)	*0.00%*	v32800							
Standard process high	£1747 (+£207)	£1747 (+£207)	£1747 (+£207)	*0.00%*	v32800							

reduced fee activities L/M/H	£79/£158/£237	£79/£158/£237	£79/£158/£237	*0.00%*	v32800								
PVR1&11 combined L/M/H	£113/£226/£341	£113/£226/£341	£113/£226/£341	*0.00%*	v32800								
vehicle refinishers L/M/H	£228/£365/£548	£228/£365/£548	£228/£365/£548	*0.00%*	v32800								
Mobile screening and crushing plant for 1st and 2nd permits L/M/H	£626/£1034/£1551	£626/£1034/£1551	£626/£1034/£1551	*0.00%*	v32800								
for the 3rd-7th permit L/m/H	£385/£617/£924	£385/£617/£924	£385/£617/£924	*0.00%*	v32800								
8th-subsequent permits L/M/H	£198/£316/£473	£198/£316/£473	£198/£316/£473	*0.00%*	v32800								
Late payment fee	57.00	57.00	57.00	*0.00%*	v32800								
*** the additional amounts in brackets must be charged where a permit is for a combined Part B and waste installation Where a Part B installation is subject to reporting under the EPRTR Regulation, add an extra £104 to the above amounts**					v32800								
Transfer and Surrender					v32800								
Standard process transfer	169.00	169.00	169.00	*0.00%*	v32800								
Standard process partial transfer	£ 497.00	£ 497.00	£ 497.00	*0.00%*	v32800								
New operator at low risk reduced fee activity	£ 78.00	£ 78.00	£ 78.00	*0.00%*	v32800								
Surrender: all Part B activities	No fee applicable	No fee applicable	No fee applicable	*0.00%*	v32800								
Reduced fee activities: total transfer	No fee applicable	No fee applicable	No fee applicable	*0.00%*	v32800								
Reduced Fee Activities: partial transfer	£ 47.00	£ 47.00	£ 47.00	*0.00%*	v32800								
Temporary transfer for mobiles				*0.00%*									
first transfer	£ 53.00	£ 53.00	£ 53.00	*0.00%*	v32800								
repeat following enforcement or warning	£ 53.00	£ 53.00	£ 53.00	*0.00%*	v32800								
Substantial Change				*0.00%*									
Standard process	£ 1,050.00	£ 1,050.00	£ 1,050.00	*0.00%*	v32800								
Standard process where the substantial change results in a new PPC activity	£ 1,650.00	£ 1,650.00	£ 1,650.00	*0.00%*	v32800								
Reduced fee activities	£ 102.00	£ 102.00	£ 102.00	*0.00%*	v32800								

LAPPC Mobile Plant charges (statutory fees & charges - reviewed periodically by Government may be subject to change)

Number of permits	**Statutory Fees**
1	Statutory Fees
2	Statutory Fees
3	Statutory Fees
4	Statutory Fees
5	Statutory Fees
6	Statutory Fees
7	Statutory Fees
8 and over	Statutory Fees

FPN Type*	**2019/20 Charges**	**2020/21 Charges**		***Proposed 2021/22 Charges***	**Change**

Highways Act, 1980, various offences for example unauthorised marking of the highway, obstruction, skip offences*	£50-100	£50-100	£50-100		0.00%	statutory							
Health Protection Regulations 2020 No3 Directions and Restrictions 14 (7b) business		£1000-10,000	£1000-10,000		v32100	Statutory							
Health Protection Regulations 2020 No3 Directions and Restrictions 14 (6-7) person		£100-£6400	£100-£6400		v32100	Statutory							
Health Protection Regulations 2020 self isolations Regulation 11(2) offence.		£4000 1st and 2nd £10000	£4000 1st and 2nd £10000		v32100	Statutory							
Health Protection Regulations 2020 self isolations Regulation 8 and 9(2).		£50	£50		v32100	Statutory							
Health Protection Regulations 2020 self isolations Regulation 9(4) and 9 (6) and offence.		£1,000	£1,000		v32100	Statutory							
Health Protection Regulations 2020 self isolations Regulation 2 and 7 offence.		£1000-10000	£1000-10000		v32100	Statutory							
EPA Section 87 littering	150.00	150.00	150.00		P30003-5	Statutory							
EPA Section 47 Receptacles for Commercial	£75-£110	£110	£110		P30003-5	Statutory							
CoPA Section 5 - Waste Carrier*	£300	£300	£300		P30003-5	Statutory							
EPA Section 34 - Fail Waste Transfer Note S34*	£180-300	£300	£300		P30003-5	Statutory							
Health Act Section 7 Smoke free Individual*	50	£30 - £50	£30 - £50		v32100	Statutory							
Health Act Section 6 Smoke free Signage*	200	£150 - £200	£150 - £200		v32100	Statutory							
LLA Section 34 Breach of St Trad. Licence*	60-100	£60 - £100	£60 - £100		P30003-5	Statutory							
LLA Section 38 Unlicensed Street Trading*	90-150	£90 - £150	£90 - £150		P30003-5	Statutory							
Community Protection Notice FPN	Up to £100 if appropriate	£100	£100		P30003-5	Statutory							
Public Space Protection Order FPN	Up to £100 if appropriate	£100	£100		P30003-5	Statutory							
Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002	n/a	£20-40	£20-40		P30003-5	Statutory							
EPA 1990 sc 34 (2a) duty of care	£150-200	£150-200	£150-200		P30003-5	statutory							
Clean Neighbourhoods & Environment 2005 sc 3	£100	£100	£100		P30003-5	statutory							
EPA Section 33 (1) fly tipping	Up to £400 if appropriate	£400	£400		P30003-5	Statutory							

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Appendix Xb - HMO

Names of Manager	Services that we charge for	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Estimated inflation Increase - 3.5% Comments if different to Inflation Figure	Additional Information: Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	£	%								
Lynn Sellar	Mandatory HMO Licensing*	1,100	1,100	1,100	*0.00%*	V31100	Statutory	fees remain unchanged from the 20/21 and 21/22 charge as inflation was included in the 5 year model. It is thought that fees can not increase without a formal consultation	No				No
Lynn Sellar	HMO Licensing	1,100	1,100	1,100	*0.00%*	V31100	Statutory	fees remain unchanged from the 20/21 and 21/22 charge as inflation was included in the 5 year model	No				No
Lynn Sellar	Being an Accrediated members (Discount)	(50)	(50)	(50)	*0.00%*	V31100	Statutory		No				No

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Appendix XI a - Building Control					Estimated inflation Increase - 3.5%			Additional Information				
Services that we charge for	**2020/21 Charge**	**2021/22 Charge**	**Proposed 2022/23 Charge**	***%Change***	**Profit Centre**	**Basis of charge (see drop down menu)**	**Comments if different to Inflation Figure**	**Is this a concessionary rate?**	**If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria**	**What is the rate of discount (%)?**	**What has driven your approach to this concession?**	**Has the proposed change already been agreed by Cabinet and if so when**
	£	£	£	%								
Building Control pre-app meetings on site	105.00	125.00	140.00	*12.00%*	V34000	Full Cost Recovery	To bring in line with actual cost	No				
SCHEDULE A												
Extension <10m²	500.00	510.00	525.00	*2.94%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
Extension 10m² - 40m²	600.00	615.00	630.00	*2.44%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
Extension 40m² - 60m²	670.00	685.00	705.00	*2.92%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
Over 60m²				-			Based upon estimated cost of works	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
Loft Conversion without dormer(s)	500.00	510.00	525.00	*2.94%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
Loft Conversion with dormer(s)	670.00	685.00	705.00	*2.92%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
Detached garage 30m² - 60m²	500.00	510.00	525.00	*2.94%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
Recovering roof (per dwelling)	300.00	310.00	330.00	*6.45%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
Replacement of windows/doors for every five windows or part thereof	230.00	240.00	250.00	*4.17%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
Electrical works (non competent person)	310.00	320.00	350.00	*9.38%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
Green Deal works £180.00 £180.00 No change	210.00	225.00	250.00	*11.11%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
Shop Fit out each 100m² or part there of	310.00	330.00	350.00	*6.06%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
New Shop front (up to 10m)	260.00	300.00	330.00	*10.00%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
				-								
NEW BUILD DWELLINGS (houses and flats, three stories without basements)				-								
1 new dwelling	830.00	850.00	900.00	*5.88%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
2 - 5 dwellings (per additional dwelling - in addition to the charge for one dwelling)	250.00	260.00	275.00	*5.77%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
6 - 20 new dwellings (per additional dwelling over 5 - in addition to the charge for five dwellings (plan charge - £514.50+VAT and inspection charge £1,470+VAT))	210.00	220.00	235.00	*6.82%*	V34000	Market Rate	Benchmarked against other local providers	N/A				

Over 20 dwellings				-			Based upon estimated cost of works	N/A				
ALL OTHER WORKS Estimated cost of works												
up to £2000	230.00	250.00	260.00	*4.00%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
up to £5000 (£2,001 - £5,000)	260.00	300.00	315.00	*5.00%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£5001 - £10,000	310.00	320.00	340.00	*6.25%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£10,001 - £20,000	430.00	440.00	460.00	*4.55%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£20,001 - £30,000	550.00	560.00	580.00	*3.57%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£30,001 - £40,000	660.00	675.00	700.00	*3.70%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£40,001 - £50,000	780.00	800.00	825.00	*3.13%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£50,001 - £60,000	900.00	930.00	960.00	*3.23%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£60,001 - £70,000	1,010.00	1,030.00	1,065.00	*3.40%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£70,001 - £80,000	1,090.00	1,120.00	1,155.00	*3.13%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£80,001 - £90,000	1,220.00	1,250.00	1,300.00	*4.00%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£90,001 - £100,000	1,330.00	1,360.00	1,410.00	*3.68%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£100,001 - £120,000	1,430.00	1,450.00	1,495.00	*3.10%*	V34000	Market Rate	Benchmarked against other local providers	Concessionary only where works are for disabled adaptation		100% where applicable	Statutory requirement	
£120,001 - £140,000				-								
Additional charges												
Completion Certificates	50.00	60.00	62.00	*3.33%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
Copy Documents	23.00	25.00	25.00	*0.00%*	V34000	Market Rate	Benchmarked against other local providers	N/A				
Copy Plans A3 (where permissible) - first page	25.00	25.00	25.00	*0.00%*	V34000	Market Rate	Benchmarked against other local providers	N/A				

Subsequent page(s)				-	V34000	Market Rate	Benchmarked against other local providers	N/A					
Research fee	50.00	60.00	65.00	*8.33%*	V34000	Market Rate	Benchmarked against other local providers	N/A					
Surveyor hourly charge (08:00 - 18:0	105.00	110.00	115.00	*4.55%*	V34000	Market Rate		N/A					
Surveyor hourly charge (18:00 - 08:0	155.00	165.00	172.50	*4.55%*	V34000	Market Rate		N/A					
Technical Support charge	50.00	60.00	65.00	*8.33%*	V34000	Market Rate		N/A					

Other Building Control services

Dangerous Structures				-									
Demolition Notices	260.00	285.00	300.00	*5.26%*	V34000		Benchmarked against other local providers	N/A					
Safety at Sports Grounds				-									

Local Land Charges

Official Search (LLC1)	25.00	26.00	27.00	*3.85%*	2.00%									
LLC1 Additional Parcel Fee (each)	5.00	6.00	6.00	*0.00%*	2.00%									
Local Enquiries Form CON29R only	85.00	105.00	105.00	*0.00%*	24.00%									
Additional Parcel Fee (each)	22.00	23.00	23.00	*0.00%*	2.00%									
Local Search and Enquiries (LLC1 and CON29R)	110.00	135.00	135.00	*0.00%*	24% & 2%									
Additional parcel of land (LLC1 and CON29R)	27.00	28.00	28.00	*0.00%*	2.00%									
Individual Enquiries CON29O (per question)	5.00	6.00	6.00	*0.00%*	2.00%									
VAT applies @ 20% on CON29R & CON29O element of the charges.														

Street Naming & Numbering	**2020/21 Charge**	**Proposed 2021/22 Charge**		***Change***		**Profit Centre**	**Basis of charge (see drop down menu)**	**Comments if different to Inflation Figure**	**Is this a concessionary rate?**	**If yes, please explain in more detail who qualifies for the concession and how you are**	**What is the rate of discount (%)?**	**What has driven your approach to this concession?**	**Has the proposed change already been**
Type of Application													
Application up to 10 units	120.00	123.00	128.00	*4.07%*	2.00%	C62000							
Each additional unit	6.00	7.00	7.00	*0.00%*	2.00%	C62000							
New Street	113.76	117.00	121.00	*3.42%*	2.00%	C62000							
Naming/re-naming existing Building	82.95	85.00	88.00	*3.53%*	2.00%	C62000							
Application where address exists but not officially registered	150.00	155.00	160.00	*3.23%*	2.00%	C62000							
Additional units over 10	7.00	8.00	8.00	*0.00%*	2.00%	C62000							

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Appendix XI b - Development Management

Services that we charge for	2020/21 Charge	Proposed 2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
					Estimated inflation Increase - 3.5 %			**Additional Information**				
	£	£	£	%								
Householder advice (including VAT)	330.00	346.500	358.628	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Pre-application on-site fee (plus VAT)	150.00	157.50	163.01	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
NEW Flat Conversion 2-3 units or HMO		NEW	650.00	*N/A*	V33200	Market Rate	N/A					
Minors 1-5 residential units (plus VAT)	1,210.00	1,270.50	1,314.968	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Change of use 100m2 - 499m2 (plus VAT)	1,210.00	1,270.50	1,314.97	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Minor commercial space up to 499 m2 (plus VAT)	1,210.00	1,270.50	1,314.968	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Minors 6-9 residential units (plus VAT)	1,800.00	1,890.00	1,956.15	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Minor commercial space 500m2 - 999m2 (plus VAT)	1,800.00	1,890.00	1,956.15	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Majors 10-24 residential units (plus VAT)	4,690.00	4,924.50	5,096.86	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Major commercial space 1000m2-1999m2 (plus VAT)	4,690.00	4,924.50	5,096.86	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Majors 25 residential units and above (plus VAT)	6,500.00	6,825.00	7,063.88	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Major commercial space 2000m2 and above (plus VAT)	6,500.00	6,825.00	7,063.88	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Mixed use developments in any category will be a combination of the above fees				-								
Development Management Forum (plus VAT)	1,170.00	1,228.50	1,271.50	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Basement advice fee (plus VAT)	550.00	577.50	597.71	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Pre-Application Committee Briefing (plus VAT)	1,320.00	1,386.00	1,434.51	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
NEW Householder express written advice		240.00	248.40	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
NEW Express Lawful Development Certificate (+ stat fee)		500.00	517.50	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
New Express HH Application (+ stat fee)		NEW	500.00		V33200		N/A					
NEW Heritage / Urban Design Advice for Major		140.00	144.90	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Drainage meeting for a major (plus VAT)	1,060.00	1,113.00	1,151.96	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Energy meeting for a major (plus VAT)	1,060.00	2,157.10	2,232.60	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Air quality meeting for a major (plus VAT)	1,060.00	1,060.00	1,097.10	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Self- Build Register re-registration	144.00	151.20	156.49	*3.50%*	V33201	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
PPA (Planning Performance Agreements) initial meeting inc VAT	7,800.00	8,190.00	8,476.65	*3.50%*	V33200	Market Rate	Staff resources needed are increasing, thus 3%+	proposed				
Quality Review Panels												
Quality Review Panel - Formal Review (plus VAT, includes room hire)	4,500.00	4,500.00	0.00	*-100.00%*	V33200	Market Rate	Set externally					
Quality review panel- Chair's review (plus VAT, includes room hire)	2,500.00	2,500.00	0.00	*-100.00%*	V33200	Market Rate	Set externally					
Surgery Review (plus VAT)	1,500.00	1,500.00	0.00	*-100.00%*	V33200	Market Rate	Set externally					

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Appendix XIIa - Children's Centres (Triangle and Woodside) - Childcare

Services that we charge for	2019/20 Charge	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	Change	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	£	%								
CHARGES FOR CHILDCARE PLACES													
Triangle													
Age range										no difference for out of borough			
Under 2s	332.00	332.00	338.64	343.00	*1.29%*	E42107	Partial recovery	All children centres except Park Lar	no				
2-3 year olds	332.00	332.00	338.64	343.00	*1.29%*		Market Rate		no				
3+ year olds	244.00	244.00	249.00	254.00	*2.01%*		Market Rate		no				
lunch	17.00	17.00	17.00	18.00	*5.88%*		Full Cost Recovery	Lunch needs to cover the outgoing	no				
Woodside													
Age range						E42110							
Under 2s	336.00	336.00	343.00	343.00	*0.00%*		Partial recovery		no				
2-3 year olds	336.00	336.00	343.00	343.00	*0.00%*		Market Rate		no				
3+ year olds	244.00	244.00	249.00	254.00	*2.01%*		Market Rate		no				
Lunch		17.00	17.00	18.00	*5.88%*			Lunch needs to cover the outgoing costs. Increased salary for cook and consumables.					
* All charges shown are weekly (vat not chargeable)													

Appendix XIIb - Children's Centres (Park Lane) - Childcare

Services that we charge for	2019/20 Charge	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	£	%								
CHARGES FOR CHILDCARE PLACES													
Haringey Residents													
Age range										No difference for out of borough			
Under 2s	N/A				*N/A*								
2-3 year olds	205.00	205.00	209.10	209.10	*0.00%*	E42108	Partial recovery		no				
3+ year olds	179.00	179.00	182.58	182.58	*0.00%*		Partial recovery		no				
lunch	17.00	N/A	N/A	NA	*N/A*			No lunch provided					

Appendix XIIc **Stonecroft Nursery**

Services that we charge for	2019/20 Charge	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	£	%								
CHARGES FOR CHILDCARE PLACES													
Haringey Residents and out of borough													
Age range													
Under 2s	n/a	n/a			*n/a*								
2-3 year olds	334.00	334.00	340.68	343.00	*0.68%*	E42109							
3+ year olds	244.00	244.00	249.00	254.00	*2.01%*								
lunch	17.00	17.00	17.00	18.00	*5.88%*			costs. Increased salary for cook					
* All charges shown are weekly (vat not chargeable)													

Appendix XIId **Children's Contact Centre - new charges**

Services that we charge for	2019/20 Charge	2020/21 Charge	2021/22 Charge	Proposed 2022/23 Charge	*Change*	Profit Centre	Basis of charge (see drop down menu)	Comments if different to Inflation Figure	Is this a concessionary rate?	If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria	What is the rate of discount (%)?	What has driven your approach to this concession?	Has the proposed change already been agreed by Cabinet and if so when
	£	£	£	£	%								
Contact Planning and Arrangement Meeting - one-off charge	20.00	20.00	20.40	21.10	*3.43%*	S31800		N/a	No				No
Room Only Hire (per Hour)	45.00	45.00	45.90	47.50	*3.49%*	S31800		N/a	No				No
Room Only Hire (Half Day - 4 Hours)				180.50	*NEW*	S31800		N/a	No				No
Room Only Hire (Full Day - 8 Hours)				342.00	*NEW*	S31800		N/a	No				No
Supervised room hire; with summary report produced - hourly rate	75.00	75.00	76.50	95.00	*24.18%*	S31800	Full cost recovery	N/a	No				No
Supported Contact in community; with summary report - hourly rate	60.00	60.00	61.20	70.00	*14.38%*	S31800	Full cost recovery	N/a	No				No
NEW													
Maya Angelou Traded Services: Giving evidence in court (Full Day)				800.00	*New*	S31800		N/a	No				No
Maya Angelou Traded Services: Giving evidence in court (Half Day)				400.00	*New*	S31800		N/a	No				No
Virtual Contact: 30minutes or less, with no report				30.00	*New*	S31800		N/a	No				No
Virtual Contact: 30minutes or less, with a report				45.00	*New*	S31800		N/a	No				No
Virtual Contact: 30-60 minutes, with no report				45.00	*New*	S31800		N/a	No				No
Virtual Contact: 30-60 minutes, with a report				60.00	*New*	S31800							
Parenting Capacity Assessments (Single)				2500.00	*New*	S34312		N/a	No				
Parenting Capacity Assessments (Joint)				3500.00	*New*	S34312		N/a	No				
PAMS parenting capacity assessment (Single)				3500.00	*New*	S34312		N/a	No				
PAMS parenting capacity assessment (Joint)				4500.00	*New*	S34312		N/a	No				
Addendum parenting capacity assessment				1000.00	*New*	S34312		N/a	No				
Family Network Meeting				1000.00	*New*	S34312		N/a	No				

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Appendix XIII - Legal External Fees							Estimated inflation Increase - 3.	Additional Information				
Services that we charge for	**2020/21 Charge**	**2021/22 Charge**	**Proposed 2022/23 Charge**	***Change***	**Cost Centre**	**Basis of charge (see drop down menu)**	**Comments if different to Inflation Figure**	**Is this a concessionary rate?**	**If yes, please explain in more detail who qualifies for the concession and how you are defining the criteria**	**What is the rate of discount (%)?**	**What has driven your approach to this concession?**	**Has the proposed change already been agreed by Cabinet and if so when**
	£	£	£	%								
Legal external fees												
Granting of new commercial leases and renewal of commercial leases not within the Act:												
Fixed fee if annual rent is less than £20k pa:	£1,500.00	£1,500.00	£1,552.50	*3.50%*	C63000	Full Cost Recovery						
Hourly rate after fixed fee when annual rent is more than £20K pa (7.5 hours work for a Lawyer or 6 hours work at Principal Lawyer):												
Lawyer	£200 / hour	£200 / hour	£207 / hour	*3.50%*	C63000	Full Cost Recovery						
Principal Lawyer	£250 / hour	£250 / hour	£258.75 / hour	*3.50%*	C63000	Full Cost Recovery						
Licences: Assign, Alter, Occupy, Sublet, etc.	£ 950.00	£ 950.00	£ 983.25	*3.50%*	C63000	Full Cost Recovery						
Deed of Variation, Surrender, Rectification, Substitution	£ 950.00	£ 950.00	£ 983.25	*3.50%*	C63000	Full Cost Recovery						
Notices of Transfer, Assignment, Charge, Subletting, etc. (if the lease does not state another amount)	£ 100.00	£ 100.00	£ 103.50	*3.50%*	C63000	Full Cost Recovery						
Telecommunication Agreement	£ 1,500.00	£ 1,500.00	£ 1,552.50	*3.50%*	C63000	Full Cost Recovery						
Deed of Easement	£ 1,500.00	£ 1,500.00	£ 1,552.50	*3.50%*	C63000	Full Cost Recovery						
Removal of charge	£ 200.00	£ 200.00	£ 207.00	*3.50%*	C63000	Full Cost Recovery						
Letter of Consent (if all documents are included)	£ 100.00	£ 100.00	£ 103.50	*3.50%*	C63000	Full Cost Recovery						
Disposal of land freehold or leasehold												
Minimum fee	£ 1,500.00	£ 1,500.00	£1,552.50	*3.50%*	C63000	Full Cost Recovery						
Hourly rate after minimum fee has been reached (7.5 hours work for a Lawyer or 6 hours work at Principal Lawyer)												
Lawyer	£200 / hour	£200 / hour	£207 / hour	*3.50%*	C63000	Full Cost Recovery						
Principal Lawyer	£250 / hour	£250 / hour	£258.75 / hour	*3.50%*	C63000	Full Cost Recovery						
Voluntary transfers under enfranchisement legislations as percentage of land value subject to a minimum fee												
Minimum fee	£ 1,500.00	£ 1,500.00	£1,552.50	*3.50%*	C63000	Full Cost Recovery						

Hourly rate after minimum fee has been reached (7.5 hours work for a Lawyer or 6 hours work at Principal Lawyer)												
Lawyer	£200 / hour	£200 / hour	£207 / hour	*3.50%*	C63000	Full Cost Recovery						
Principal Lawyer	£250 / hour	£250 / hour	£258.75 / hour	*3.50%*	C63000	Full Cost Recovery						
Copy of deed	£ 100.00	£ 100.00	£ 103.50	*3.50%*	C63000	Full Cost Recovery						
S106 Agreements												
Senior Lawyer	£200 / hour	£200 / hour	£207 / hour	*5.00%*	C63000	Full Cost Recovery						
Principal Lawyer	£250 / hour	£250 / hour	£258.75 / hour	*4.00%*	C63000	Full Cost Recovery						
Any other commercial property or planning work not within the set fee structure												
Senior Lawyer / Lawyer	£200 / hour	£200 / hour	£207 / hour	*3.50%*	C63000	Full Cost Recovery						
Principal Lawyer	£250 / hour	£250 / hour	£258.75 / hour	*3.50%*	C63000	Full Cost Recovery						
Other legal charging arrangements												
Charge for legal support provided to the Clinical Commissioning Group and Schools												
Trainee Solicitor	£50.00 / hour	£50.00 / hour	£50.00 / hour	*0.00%*	C63000	Full Cost Recovery						
Legal Assistant	£47.25 / hour	£47.25 / hour	£47.25 / hour	*0.00%*	C63000	Full Cost Recovery	Rates are currently set at a level to be competative and maximise use of the services provided.					
Lawyer	£78.75 / hour	£78.75 / hour	£78.75 / hour	*0.00%*	C63000	Full Cost Recovery						
Senior Lawyer	£86.00 / hour	£86.00 / hour	£86.00 / hour	*0.00%*	C63000	Full Cost Recovery						
Principal Lawyer	£94.50 / hour	£94.50 / hour	£94.50 / hour	*0.00%*	C63000	Full Cost Recovery						
Head of Legal Services	£108.00 / hour	£108.00 / hour	£108.00 / hour	*0.00%*	C63000	Full Cost Recovery						
Charge for legal support provided to the Homes for Haringey												
Trainee Solicitor	£50.00 / hour	£50.00 / hour	£50.00 / hour	*0.00%*	C63000	Full Cost Recovery						
Legal Assistant	£47.25 / hour	£47.25 / hour	£47.25 / hour	*0.00%*	C63000	Full Cost Recovery	Rates are currently set at a level to be competative and maximise use of the services provided.					
Lawyer	£78.75 / hour	£78.75 / hour	£78.75 / hour	*0.00%*	C63000	Full Cost Recovery						
Senior Lawyer	£86.00 / hour	£86.00 / hour	£86.00 / hour	*0.00%*	C63000	Full Cost Recovery						
Principal Lawyer	£94.50 / hour	£94.50 / hour	£94.50 / hour	*0.00%*	C63000	Full Cost Recovery						
Head of Legal Services	£108.00 / hour	£108.00 / hour	£108.00 / hour	*0.00%*	C63000	Full Cost Recovery						

EQUALITY IMPACT ASSESSMENT

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

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

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

Stage 1 – Screening

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

Stage 2 – Full Equality Impact Assessment

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

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

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

1. Responsibility for the Equality Impact Assessment	
Name of proposal	Registrars fees review
Service area	Registrars
Officer completing assessment	Paul Oram
Equalities/ HR Advisor	Christiana Kyriacou
Cabinet meeting date (if applicable)	
Director/Assistant Director	Fiona Alderman

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 proposal is to change some of the fees charged by the Haringey Registration and Citizenship Service (Register Office) for people getting married, forming a civil partnership, registering births and deaths or attending citizenship services. Some fees are statutory, are set by government and cannot be changed.

It is proposed for all non-statutory fees to be increased in line with inflation (currently 3.5%), and fees have been benchmarked against nearby boroughs to ensure that they remain competitive. The fees structure aims to be fair and proportionate and to enable the delivery of a sustainable and competitive service. The diversity of actual and possible future demands on the service has been considered when setting the fees.

The Register Office serves a diverse range of customers consisting of both Haringey residents and people who live outside the borough, changes to the fees does not impact negatively or positively on any individual with protected characteristics. Every person that requires access to the service is able to do so unless they are required to contact their local register office because of a legal requirement.

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	Data from Haringey at a glance – State of the Borough, April 2021	N/A

	Data from registrations	
Gender Reassignment	No data available although the service is aware of transgender people using the service	N/A
Age	Data from Haringey at a glance – State of the Borough, April 2021 Data from registrations	N/A
Disability	Data from Haringey at a glance – State of the Borough, April 2021	N/A
Race & Ethnicity	Data from Haringey at a glance – State of the Borough, April 2021 Observations from the Notice Book Data from registrations	N/A
Sexual Orientation	Data from Haringey at a glance – State of the Borough, April 2021 Data from some registrations	N/A
Religion or Belief (or No Belief)	Office for National Statistics	N/A
Pregnancy & Maternity	Census 2011	N/A
Marriage and Civil Partnership	Census 2011	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 proposal to change the fees will not affect any particular group differently or disproportionally from other groups and no equalities issues have been identified.

Services are offered in accordance with registration legislation and Haringey equalities procedures and principles are followed. The services are accessible to all sections of society and adjustments made as required, such as the use of translations and low level desks.

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 service interacts with all groups that need to register a birth, death, marriage or civil partnership under its statutory obligation to provide registration services. As life events affect all groups equally any consultation or engagement covers all sections of society. Services are delivered in accordance with rules, regulations and processes set by statute and are underpinned by statutory fees to ensure accessibility and fairness to all service users and the proposal does not affect the basic statutory fees for these services. A change of fees will have no impact on staff. The service has a customer engagement strategy which is agreed with the General Register to cover engagement with its customers. The strategy includes reviewing complaints, analysing government / official data and customer feedback.
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 service has high rates of customer compliance with their obligations to register life events, which indicates that the service is accessible to all groups. The service attracts customers from the full spectrum of society, including people with protected characteristics, and they are accessing the full range of services from the basic statutory offer to full enhanced service at a higher fee. Customer satisfaction is high

and complaint rates are low. The General Register Office, that oversees registration, is satisfied with the services performance and current customer engagement strategy.

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** *There is a statutory obligation to register life events regardless of a persons protected characteristics or not, this proposal will have no impact on any group with protected characteristics*

Positive		Negative		Neutral impact	X	Unknown Impact	

2. **Gender reassignment** *There is a statutory obligation to register life events regardless of a persons protected characteristics or not, this proposal will have no impact on any group with protected characteristics*

Positive		Negative		Neutral impact	X	Unknown Impact	

3. **Age** *There is a statutory obligation to register life events regardless of a persons protected characteristics or not, this proposal will have no impact on any group with protected characteristics*

Positive		Negative		Neutral impact	X	Unknown Impact	

4. **Disability** *There is a statutory obligation to register life events regardless of disability. The service provides a range of appointment times and days, plus DDA compliant facilities.*

Positive		Negative		Neutral impact	X	Unknown Impact	

5. **Race and ethnicity** *There is a statutory obligation to register life events regardless of race or ethnicity, this proposal will have no impact on any group with protected*

characteristics. The service provides a range of support tools including scripts in different languages and of varying complexities. Services are provided on different days and times to meet individual needs.

Positive		Negative		Neutral impact	X	Unknown Impact	

6. Sexual orientation *There is a statutory obligation to register life events regardless of a persons protected characteristics or not, this proposal will have no impact on any group with protected characteristics*

Positive		Negative		Neutral impact	X	Unknown Impact	

7. Religion or belief (or no belief) *There is a statutory obligation to register life events regardless of religion or belief, this proposal will have no impact on any group with protected characteristics.. The service provides a range of services to support people of different religions or beliefs including a faith out of hours death support service. Appointments are available at different times and days. All services are provided in a civil non-religious manner except when registering at a religious venue where the service is open to all faiths.*

Positive		Negative		Neutral impact	X	Unknown Impact	

8. Pregnancy and maternity There *is a statutory obligation to register life events regardless of pregnancy or maternity. The service provides a range of appointment times and days to be as flexible as possible towards those coming in to register. This proposal will have no impact on any group with protected characteristics.*

Positive		Negative		Neutral impact	X	Unknown Impact	

9. Marriage and Civil Partnership There *is a statutory obligation to register life events regardless of a person's marital status or not, this proposal will have no impact on any group with protected characteristics. The service is opening up civil partnerships to all couples once they become law, all couples are charged the same fee for the same ceremony category.*

Positive		Negative		Neutral impact	X	Unknown Impact	

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

Our groups of customers are very diverse with many people covering multiple protected characteristic areas, the service is accessible to all regardless of background or 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 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?**
This proposal will not result in direct or indirect discrimination for any group that shares the protected characteristics and those who do not, registration services are delivered in compliance with government rules, regulation and law. Statutory fees are available to ensure accessibility and amending some the of fees will not affect the statutory provision for the services offered by the registration team. All fees are charged the same regardless of group although statutory fees are available to ensure accessibility. This fees proposal will enable a fair and sustainable service to be delivered with a range of appointment days, times and variation of services to meet specific needs. Legislation have provision for fees to be waivered on the grounds of compassion and hardship to further ensure accessibility and fairness to all.

6. a) What changes if any do you plan to make to your proposal as a result of the Equality Impact Assessment?

Further information on responding to identified impacts is contained within accompanying EqIA guidance

Outcome	Y/N
No major change to the proposal: the EqIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. 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.	Y
Adjust the proposal: the EqIA identifies potential problems or missed opportunities. Adjust the proposal to remove barriers or better promote	N

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: the proposal shows actual or potential avoidable adverse impacts on different protected characteristics. The decision maker must not make this decision.	N

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

Impact and which protected characteristics are impacted?	Action	Lead officer	Timescale
N/A			

Please outline any areas you have identified where negative impacts will happen as a result of the proposal but it is not possible to mitigate them. Please provide a complete and honest justification on why it is not possible to mitigate them.

N/A

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

The service will continue to monitor the mix of customers coming in to use the service and customer engagement strategy will be amended as necessary and scrutinised and approved by the General Register Office.

Any areas of concern will be addressed in accordance with legislation, equality policy and in agreement with the General Register Office where necessary.

7. Authorisation	
EqIA approved by .....Fiona Alderman ..... (Assistant Director/ Director)	Date .....08/10/21.....

8. Publication *Please ensure the completed EqIA is published in accordance with the Council's policy.*

Please contact the Policy & Strategy Team for any feedback on the EqIA process.

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Report for: **Cabinet 07 December 2021**

Title: **2022-23 Budget and 2022-2027 Medium Term Financial Strategy**

Report authorised by : Jon Warlow, Director of Finance

Lead Officer: Frances Palopoli, Head of Corporate Financial Strategy & Monitoring & Thomas Skeen, AD Finance

Ward(s) affected: All

Report for Key/ Non Key Decision: Key

1. Describe the issue under consideration

1.1 This report sets out details of the draft General Fund (GF) Budget for 2022/23 and Medium Term Financial Strategy (MTFS) 2022/27, including estimated income (funding) and expenditure adjustments and new and revised capital proposals at a Priority level. The report recommends that budget proposals are released for public consultation and Scrutiny consideration.

1.2 Whilst life is returning more to normal following the pandemic, the impacts of Covid continue to be felt in our communities and by the council. Central Government funding has been received for many of the direct costs of Covid but the social impacts of the pandemic are driving high levels of need in our borough and this leads to ongoing rising demand for our services. The in year budget update is forecasting overspends on both Children's and Adults care services, a not insignificant amount of which is driven by Covid legacy issues.

1.3 Haringey has also seen some of the sharpest rises in the number of people claiming Universal Credit of anywhere in the UK and seen a significant rise in the number of families entitled to Free School Meals and the Council Tax Reduction Scheme. We know the cost of living rises and cut to Universal Credit will mean it will be a very challenging winter for many of our residents.

1.4 The approach taken to the financial planning process has been markedly different this year, planned to lead to what is now a very different kind of budget being proposed. We have been clear from the onset that we need to continue our council change agenda, particularly in light of the ongoing effects of the Covid-crisis and change in needs that that has brought about. We have also recognised that this type of change is difficult and takes time, and that the Council-wide huge exercise that is now starting to consider how the new four year borough plan should be framed will provide the essential new plan for that change. Our 2022/23 budget strategy also allows us to better focus on the delivery of the next year of our already agreed savings strategy, which in itself represents £12m.

1.5 Our strategy therefore has been to look to align fundamental future budget decisions with knowledge of our fundamental future funding position, in the context of that new borough plan, which means that next year's MTFS will be pivotal in this. We have also gone into this budget round knowing that the Council as part of its outturn for 20/21 was able to assign £10m into the Strategic Budget Planning reserve, in anticipation of the timescales that would be associated with such future change.

1.6 This planned approach to our multi year financial planning, coupled with a short term improvements in the assumable level of government grant funding, allows a draft budget for next year which addresses essential budget growth requirements totalling of £11.8 in 2022/23 across most parts of the organisation, over and above that already assumed in the existing MTFS. This strategy does require a short term use of balances in the 22/23 financial year to make this possible.

1.7 This considered use of one-off funding will enable the Council to have more time and space to determine the new programme of change required to address the structural c. £20m gap in the medium term, which will align with the launch of the Council's new Borough plan.

1.8 The revenue growth within this budget will address, not just the pressures in our main demand led services (Adults, Children's and temporary accommodation), but also bolster budgets where necessary to ensure that we are a sustainable, stronger and fit for purpose organisation in the best position to tackle the sizeable change required to meet the structural funding gap in the medium term. The priorities that have framed this budget are:

- Ensuring that we can meet the growing need of our most vulnerable residents – through substantial additional investment in children's and adult's services; and in resources for the provision of temporary accommodation and with our partners investing in earlier intervention and early years.
- Enhances support for women and girls impacted by domestic abuse and other forms of violence
- Supports our ambitious plan to play our part in tackling the climate emergency
- Invests where necessary to ensure we are a sustainable and fit for purpose organisation able to deliver the high-quality services our residents, businesses and partners expect, with co-production running through everything we do
- Invests for the long term in our public realm including roads, pavements and parks; our schools and young people's services; and our Civic Centre.

1.9 Included within this £11.8m is funding for:

- Significant investment to support vulnerable residents, with over £6m in our demand led budgets in Children's and Adults Social care and Temporary Accommodation.
- Investment in our Violence Against Women and Girls agenda of £0.6m
- Investment in our climate and physical environment with increased funding of £0.5m for proactive tree maintenance, and £0.3m investment in highways drainage cleansing and maintenance

- Ensuring we remain a sustainable and fit for purpose organisation Investment of over £1m in our back office functions such as legal, information governance, procurement and social care commissioning to ensure we are able to support and enable the organisation
- Recognising the strategic importance of coproduction and participating with investment of £0.1m in this area.

1.10 The draft Budget incorporates the Council's current best estimate of the implications of the Spending Review 2021 (SR21) and highlights the key risks that could impact upon the financial plans now proposed. The detailed funding allocations will be announced in the Local Government Funding Settlement after this report is published. Variations from the current assumptions will be taken into consideration before the Final Budget for 2022/23 and Medium Term Financial Strategy (MTFS) 2022/27 are considered by Cabinet, including its response to the consultation, and Full Council for ratification in March 2022.

1.11 The SR21 provides some level of financial improvement to this and other authorities for next year's budget however, beyond 2022/23 the majority of funding remains cash flat. This means that for 2023/24 and 2024/25, increasing their Council Tax level is the only means by which local authorities, including this council, can generate more corporate funding to protect services and respond to demand led growth. This draft Budget therefore includes an assumption of additional income from a general Council Tax increase of 1.99% (the threshold set by government is 2%) and a further Adults Social Care Precept of 1% (the maximum allowed by Government), which give a total Haringey Council Tax charge increase of 2.99% for 2022/23, with the same assumptions built into the draft MTFS for the following two years for modelling purposes. This proposed increase for 2022/23 forms part of the budget consultation.

1.12 The Council's fees and charges have been reviewed and are dealt with elsewhere on this meeting agenda, however in summary there are no new significant charges proposed as part of this draft budget report, the default position will be that fees and charges will increase in line with inflation (3.5%), except where there are good reasons to depart from this.

1.13 The Council always maintains a five year future forecast of its finances via its MTFS. After the above assumptions it is still forecasting a gap of circa £10m for 2023/24 after the forecast application of £4m reserves; then increasing to nearly £25m by the end of the MTFS period. This points towards a demanding budget round again next year and this underlines the significance of the Council's proposal's for council tax increases this year.

1.14 How this future gap will be closed will need to be addressed by this time next year. Given the extent of changes already factored into our plan, this will be very challenging to the Council.

1.15 Our capital programme also provides important opportunities to address our communities' needs, however the Council's finances are tightly constrained, so affordability is a key consideration when additions are made to this. The report also sets out proposed additions to the current General Fund Capital Programme totalling over £102m (£27m in 2022/23) including funding for:

- Investment to support our most vulnerable young people with £6.2m for residential care provision in Children's Social care
- Investment in our climate with over £0.5m investment in wildflower meadow and tree planting
- Ensuring we remain a sustainable and fit for purpose organisation with £9m investment in digital projects and a new data centre
- Significant ongoing investment in our public realm with over £3m investment in parks and park assets, £2.4m in the New River Sports Centre, £28m investment in roads and highways assets, and £30m investment to secure the future of the Civic Centre and bring this back into use as the Council's primary office location

1.16 For schools, the indicative Dedicated Schools Budget (DSB) funding, which is ring fenced for the delivery of education services, is also outlined. This includes the concerning implications of the on-going budget pressure on the High Needs Block (HNB) from legislative changes to service provision responsibilities introduced in the 2014 Children and Families Act. While this is, to an extent, addressed by the increase in High Needs Dedicated Schools Grant (DSG) grant announced for 2022/23 and onwards, the council has a significant annual deficit and a difficult legacy position to be addressed in the form of a negative carried forward DSG reserve. The Government is working with small numbers of authorities with the most significant HNB overspends each year to address their HNB positions (Haringey's level of overspend does not presently make it eligible to join this cohort), however this will not address the systemic pressures faced by large numbers of authorities including Haringey.

1.17 The report includes the draft Housing Revenue Account (HRA) revenue budget and HRA Capital programme, including the future years' HRA Business Plan. This is a complex plan and Members should be aware that there may be further changes before the final budget package is presented in February. The Council has the ability under the social housing rent standards to increase rent by no more than September CPI plus 1%. Given that the CPI at September 2021 is 3.1%, rents in council-owned housing stock would increase by no more than 4.1% (CPI plus 1%) from 4 April 2022 (the first Monday in April).

1.18 The 2022/23 Budget and 2022/27 MTFS will continue to be refined between now and mid-February when the final plans will be presented to Cabinet for consideration before recommending to Full Council on 1 March 2022 for ratification. This report will include the detailed implications of the local government funding settlement figures and the Cabinet's response to consultation.

1.19 The developments most likely to impact on the final 2022/23 Budget plans presented in this February report are:

- further clarity on the funding announcements contained within SR21
- funding changes in the provisional & final Local Government Finance settlement
- the outcome of public consultation, equalities impact assessments and any recommendations from Overview and Scrutiny committee
- further refinement of the HRA business plan and consequent changes to the capital programme

- any other major developments or significant change in current assumptions impacting on the organisation's budgets including further responses required to the Covid-19 pandemic

2. Cabinet Member Introduction

2.1 The Council's approach to its annual budget setting has been markedly different this year, reflecting the fundamentally changed environment we operate in as we recover from the pandemic. Our communities will continue to feel the ongoing effects of the pandemic for many years to come, and this will translate into increased demand for our services on many fronts, but particularly in our demand led areas (Children, Adults and Temporary Accommodation). Taking into account this increased demand, our funding position looking forward will remain challenging, and we are therefore clear that the Council will need to progress a change agenda to ensure we continue to best support residents in a financially sustainable way. We have therefore adopted a strategy which makes calculated investments in key priority service areas and will enable the Council to focus on developing its change agenda for delivery in future years, which will align with the launch of the Council's new borough plan.

2.2 Whilst the spending review announcements in October did announce some additional funding for the sector, and which we assume will be of benefit to Haringey as is set out in this report, the level of this is in no way anticipated to allow the Council to set a balanced budget in future years without the need for further savings to be delivered. This follows on from a decade of austerity measures, and in the new context of rising demand for our service post the pandemic, exacerbating the financial challenges we face.

2.3 The spending review also made clear that the sector as a whole will have no new additional funding for the 23/24 and 24/25 financial year, besides that which is raised from local taxpayers from business rates and Council tax. It is disappointing that the Council will not be able to anticipate any increased core government grant funding for the second and third years of our MTFS.

2.4 As part of this budget the Council proposes to raise Council tax by 2.99% (which includes an adult's social care precept increase of 1%). The increase for a Band D property (excluding the GLA element) will be 83 pence per household per week, and we continue to have a comprehensive Council Tax Reduction Scheme that means that over 16,000 residents pay no Council Tax at all. We recognise that raising council tax at this time will be an additional ask at a challenging time for some. However, without these resources we would have to cut back our support and services for the most vulnerable in our borough. We do not believe that this is the right thing to do.

2.5 In summary, I am pleased to be able to present here the Draft 2022/23 Budget and 2022/23-26/27 MTFS: despite unprecedented organisational challenges we have adopted a realistic budget strategy, to support the work of the Council.

3. Recommendations

3.1. It is recommended that Cabinet:

a) Note the initial General Fund revenue and capital budget proposals and financial planning assumptions set out in this report and note that they will be refined and updated after the final Local Government Finance Settlement is received in January 2022 and also to incorporate further budget changes as required;

b) Note the Draft General Fund 2022/23 Budget and MTFS (2022-27) detailed in this report and Appendix 1;

c) Note the Draft revenue and capital budget growth proposals summarised in Sections 7 and 8 and Appendices 2 and 5;

d) Note the Draft General Fund Capital Programme for 2022/23 to 2026/27 as set out in Appendix 4;

e) Note the Draft Housing Revenue Account (HRA) revenue and Capital Programme proposals and HRA Business Plan as set out in Section 9;

f) Note the 2022/23 Draft Dedicated Schools Budget (DSB) and update on the DSG reserve position set out in Section 10;

g) Note that the detailed proposals will be submitted to Overview and Scrutiny Committee / Panels in December 2021 and January 2022 for scrutiny and comments;

h) Agree to commence consultation with residents, businesses, partners, staff and other groups on the 2022/23 Budget and MTFS 2022-2027;

i) Note that an updated 2022/23 Budget and MTFS (2022-27) will be put to Cabinet on 22nd February 2022 to be recommended for approval to the Full Council meeting taking place on 1st March 2022;

j) Delegate the final decision on whether or not to participate in the proposed 8 borough business rates pool from 1 April 2022 to the Director of Finance in conjunction with the Lead Member for Finance.

4. Reasons for decision

4.1 The Council has a statutory requirement to set a balanced budget for 2022/23 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.

5. Alternative options considered

5.1 The Cabinet must consider how to deliver a balanced 2022/23 Budget and sustainable MTFS over the five-year period 2022/27, to be reviewed and ultimately adopted at the meeting of Full Council on 1st March 2022.

5.2 Clearly there are options available to achieve a balanced budget and the Council 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, the estimated impact of wider environmental factors such as the Covid-19 pandemic and the Council's overall financial position.

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

6. Background information

6.1 The Council has access to five main sources of funding:

- Business Rates
- Council Tax
- Grants
- Fees & Charges
- Reserves

Business Rates and Grants are largely driven by the outcome of Spending Reviews and the Local Government Finance settlement.

6.2 The following paragraph provides an update on the Spending Review 2021 (SR21) including current assumptions about the pending Provisional Local Government Finance Settlement, which is not expected to be received until mid December, after the publication of this report.

6.3 This is then followed by a section on each of the main sources of funding which set out the assumptions made in this draft 2022/23 Budget & MTFS.

SR21 and Local Government Finance Settlement 2022/23

6.4 On 27 October 2021 the Chancellor delivered the Spending Review 2021 (SR21) and the Autumn Budget. The latter set out the Governments' taxation and public expenditure plans for the year ahead, and SR21 confirmed departmental resource and capital budgets for the three years 2022-23 to 2024-25 and Devolved Administration's block grants for the same period. For the previous two years, the government has only held single-year Spending Reviews, with 2019 being a single year due to the political turbulence around Brexit, and 2020 being a single year, given the COVID-19 pandemic.

6.5 The published Autumn Budget and SR2021 document is laid out across the following key themes:

- Investing in growth
- Supporting people and businesses

- Building back greener
- Levelling up
- Advancing Global Britain
- Seizing opportunities for Brexit

6.6 The Government also announced its top priorities in the SR21 to where much of the additional funding has been allocated which includes:

- **Health & Social Care** - with SR21 reconfirming previous commitments on a new Health and Social Care Levy and confirming £4.2bn over the next three years for 40 new hospitals and over 70 hospital upgrades.
- **Education** – SR21 confirms an additional £4.7bn by 2024/25 for the core schools' budget in England, over and above the SR19 settlement for schools. In addition, SR21 makes available £2.6bn over the period for new school places for children with special educational needs and disabilities (SEND) in England.
- **Housing** – SR21 reconfirms previous announcements on the Affordable Homes Programme (£7.5bn across SR21) and remediation to the highest risk buildings with unsafe cladding (£3bn across SR21); and also provides £639m in funding by 2024/25, a cash increase of 85% compared to 2019/20, as part of the government's commitment to end rough sleeping.
- **Criminal justice** – SR21 provides an extra £540m by 2024/25 to recruit the final 8,000 police officers to meet the government's commitment of 20,000 additional officers by 2023; and provides funding for an additional £785m in 2024/25 to manage the increased number of offenders being brought to justice and reduce waiting times in the criminal courts.
- **Local government** – providing a multi-year settlement and an average real-terms increase of 3% a year in core spending power.

6.7 The UK's economy and public finances have recovered faster than expected in the Office for Budget Responsibility's (OBR) November 2020 and March 2021 forecasts. The vaccines' effectiveness, combined with consumers and businesses adapting to public health restrictions has led to upwards revisions on overall output. GDP is expected to grow by 6.5% in 2021. However, the rebound in demand has been met with supply constraints driven by changes in migration and trading in the context of Brexit, thus leading to higher prices and pressure on wages.

6.8 CPI inflation has risen sharply from 0.9% last year to an expected peak of 4.4% in the second quarter of 2022. This is then likely to fall and stabilise around the MPC's 2% target from 2024 onwards. Unemployment is set to peak at 5.5% in the fourth quarter of 2021, thereafter, it is set to drop and stabilise at around 4.2 in the medium-term, still higher than the pre-pandemic levels.

6.9 The funding allocations to Local Government are summarised in the following two tables. The first shows Core Spending Power (CSP), which includes core grants, business rate income and council tax. The latter shows Local Government Departmental Expenditure Limits (DEL).

Core Spending Power

Table 2 – Local Government Core Spending Power (cash values)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Cash change (2021-22 to 2024-25)	Real terms change (2021-22 to 2024-25)
CSP	**46.2**	**49.1**	**50.4**	**53.7**	**56.6**	**58.9**	**8.5**	**4.7**
Annual change £bn		2.9	1.3	3.3	2.9	2.3		
Annual change %		6.3%	2.6%	6.5%	5.4%	4.1%	5.3%	3.0%

- **Core Spending Power for local authorities is estimated to increase by £8.5bn from £50.4bn in 2021-22 to £58.9bn in 2024-25 - an average of 3% p/a in real terms** (5% in cash terms). (NB - this includes assumptions about council tax which won't be confirmed until the PLGFS in December).

Local Government DEL

Table 3 – Local Government DEL (cash values)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Cash change (2021-22 to 2024-25)	Real terms change (2021-22 to 2024-25)
Underlying LG DEL	7.5	8.6	9.1	9.0	9.1	9.1		
Total LGDL Growth				1.8	3.0	3.6		
o/w ASC reform				0.2	1.4	2.0		
o/w Other growth				1.5	1.5	1.5		
o/w Supporting Families				0.04	0.07	0.09		
o/w Cyber Resilience				0.01	0.01	0.01		
Total LG DEL	**7.5**	**8.6**	**9.1**	**10.8**	**12.1**	**12.7**	**3.6**	**2.8**
Change £bn		1.1	0.5	1.7	1.3	0.6		
Change %		14.7%	5.8%	18.7%	12.0%	5.0%	11.9%	9.4%

- DLUHC civil servants have confirmed the figures in the LG DEL in Table 3 above, which includes:
  - **£4.8bn of new grant funding** (averaging £1.6bn per annum) over the SR21 period
  - **£3.6bn of funding as part of the adult social care reforms** (see next section)
  - **£200m for the Supporting Families programme** (rising from £40m to £90m by 2024-25).
  - **£38m for cyber security challenges**, cyber resilience, and data protection.

6.10 The announcements in the SR21 which are more pertinent to setting the 2022/23 Budget are described in the following paragraphs along with the estimated impact for Haringey. Up to the point that the draft Local Government Finance Settlement is published, which is not expected before early-mid December, the final detail will not be known, and the figures must be treated as best estimates.

6.11 The government stated that all departments would receive real terms funding increases over the 3 years with local government receiving an average real terms increase of 3% per annum. This increase is based on calculated core spending power (CSP) which includes core grants, business rate income and council tax. The increase in CSP is largely driven by three factors:

- £4.8bn new grant funding averaging £1.6bn per annum. Some of this is assumed to fund the change to employer national insurance contributions and,

due to the funding profile, only improves our spending power in Year 1 of the MTFS;

- £3.6bn new grant funding for Adults Social Care changes. This will not be a budget betterment for local authorities as it will be required to cover new costs (in particular reduced income). This is the main driver of 'spending power increases' in Years 2 and 3;
- Council Tax and Adults Social Care Precept (ASC) increases, funded by local residents.

6.12 Overall, the stated 'increase in core spending power' only partially improves Haringey's budget position and it should be noted that in years 2 and 3 of the MTFS the real betterment is all driven by increased Council Tax assumptions.

6.13 The referendum threshold for increases in council tax will remain at 2% for 2022/23 which is in line with the existing MTFS. Additionally, the SR21 announced that local authorities will be able to levy a 1% adult social care precept in each of the 3 years of the SR. Full details of the council tax referendum principles and adult social care precept flexibility will be provided in the Provisional Local Government Finance Settlement along with detailed allocations of most grants.

6.14 The SR21 made announcements for all government departments some of which is likely to impact Haringey although at this point, it is not possible to make any firm assumptions about the financial impact for Haringey and any changes arising from these will need to be reflected in the March 2022 report.

6.15 In summary, the sectoral view is that SR21 did not address existing or future demand led social care pressures nor did it proffer any solution to the national DSG High Needs Block position (besides new capital funding for SEND). There was no mention of any further direct C19 funding for local government although it did confirm the freezing of the multiplier in 2022/23 along with a new temporary relief directed at retail, hospitality and leisure. Finally, there were no announcements made about the wider funding reform including the expected significant changes to the business rates system.

Business Rates

6.16 When the new localised business rates system was introduced in 2013, it set a 'baseline' for each local authority against which growth could be measured. It was recognised that the baseline would need to be re-visited after a number of years to ensure that the incentive to grow businesses in local areas was maintained.

6.17 The intention was for business rates baselines to be reset from April 2020 however, both SR19 and SR20 confirmed annual delays. The last formal announcement was for a reset in April 2022. While the SR21 was silent on this point the wider local government sector expects another postponement and this has been modelled in the current draft budget with the expectation that S31 grants continue at a similar level to 2021/22. As Haringey is a top up authority, even if this assumption proves incorrect, it is expected that a similar level of

funding will accrue from a redistribution of business rates income in the form of additional/alternative grant.

6.18 The Council participated in the London Pool for three years (2018/19 – 2020/21). London chose not to continue the Pool in 2021/22 due to the significant impact that the C19 pandemic had had on the business community and therefore forecast revenues. A London-wide pool for 2022/23 was modelled but wasn't able to make a sufficiently robust economic case for taking forward. However, the Council has been invited to be part of a smaller 8 London borough pool, which as an initiative is still at a developmental stage, but work to date does suggest a much-improved risk reward profile than the previous London wider pool. The decision to proceed or not does not need to be taken until 28 days after the publication of the provisional local government finance settlement when all parties will have the full funding details not announced at SR21. It is therefore proposed that the final decision to participate in the pool is delegated to the Director of Finance and Lead Member. Given the uncertainty over the actual financial benefit, and indeed if the pool will actually proceed, nothing has been built into the Budget/MTFS model which is a prudent approach.

6.19 Currently, the MTFS assumes a 1.9% increase in business rates income, including RSG, across the MTFS period.

6.20 The planning assumption across the MTFS period is that there will be no net growth in the business rates taxbase / hereditaments. This is in line with previous assumptions.

6.21 The estimated mandatory reliefs applied to Haringey businesses are c. £4.0m in 2022/23. These reliefs cover, among others, discounts for small businesses and will be fully reimbursed via Section 31 Grants by Central Government.

6.22 SR21 announced a continuation of the freeze to the business rates multiplier in 2022/23. The Council will be fully reimbursed for this via a Section 31 grant. The final figures will be reflected in the February report.

6.23 The forecast income across the MTFS period from business rates related income, including revenue support grant is shown in table 6.1 below.

Table 6.1 – Business Rates Related Income Forecast

Business Rates Related income Forecast Income Forecast	2021/22 £'000	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	2026/27 £'000
Revenue Support Grant	22,115	22,118	22,561	23,012	23,472	23,941
Business Rates Top Up	58,412	61,695	62,915	64,134	65,416	66,724
Retained Business Rates	22,137	21,218	21,642	22,291	22,737	23,192
NNDR Surplus/(Deficit)	(225)	(225)	(225)	-	-	-
S31 Grants / Redistributed Growth Funding (post reset)	6,515	4,000	4,000	4,000	4,000	4,000
Share of Pool Growth	-	-	-	-	-	-
Total	**108,954**	**108,807**	**110,892**	**113,437**	**115,625**	**117,857**

6.24 There continues to be uncertainty around the business rates regime beyond 2022/23 although SR21 and recent announcements suggest that no large-scale amendments to the model as it exists are to be expected. However, a date for the business rate baseline reset is still to be confirmed as is the outcome of the Fair Funding Review. This will impact on business rates as it derives each authority's baseline funding against which growth is measured.

6.25 Because of the uncertainty beyond 2022/23, the assumptions in Table 6.1 and their impact on the MTFS are open to significant risk.

Council Tax

6.26 The following assumptions have been made about Council Tax:-

- A 1.99% increase in Council Tax in 2022/23 and for each subsequent year is assumed (subject to the referendum limits set by Government)
- A 1% increase in ASC Precept for 2022/23 to 2024/25 inclusive, as announced in the SR21
- The tax base is forecast to grow by 3.5% in 2022/23 after a budgeted reduction of 1.5% in 2021/22 due to assumptions about the negative impact on the building trade caused by the C19 pandemic. 1.5% is assumed in 2023/24 whereafter assumed growth returns to 1% pa to the end of the MTFS planning period
- The collection rate is now assumed to improve to 95.75% for 2022/23 and 96.0% in 2023/24 before reverting back to the pre-Covid 19 level of 96.5% in the subsequent years.
- The Council Tax Collection Fund account surplus was refined and reduced as part of last year's financial planning process to reflect the forecast impact of the C19 pandemic on revenues. These forecasts remain unchanged in this Budget and MTFS.

6.27 The resulting projections for Council Tax income and Band D Rates are set out below. These figures are subject to confirmation of the council tax base, which is due to be finalised in January 2022 and formal Council ratification of Council Tax Rates in March 2022.

Table 6.2 Council Tax Assumptions

COUNCIL TAX ASSUMPTIONS						
	2021/22 £000	2022/23 £000	2023/24 £000	2024/25 £000	2025/26 £000	2026/27 £000
Taxbase before collection rate	81,392	80,151	82,956	84,200	85,042	85,892
Taxbase change	-1.5%	3.5%	1.5%	1.0%	1.0%	1.0%
Taxbase for year	80,151	82,956	84,200	85,042	85,892	86,751
Collection Rate	95.50%	95.75%	96.00%	96.50%	96.50%	96.50%
Taxbase after collection rate	**76,544**	**79,430**	**80,832**	**82,066**	**82,886**	**83,715**
Council Tax increase	1.99%	1.99%	1.99%	1.99%	1.99%	1.99%
Social Care precept	3.00%	1%	1%	1%	0%	0%
Band D rate	£1,441.05	£1,484.13	£1,528.50	£1,574.19	£1,605.51	£1,637.45
Council Tax Before Surplus (£000)	**£110,304**	**£117,884**	**£123,552**	**£129,187**	**£133,074**	**£137,079**
Previous Year (Estimated) Surplus	£1,925	£1,925	£1,925	£2,175	£2,175	£2,175
CIPFA Counter Fraud Income	£25	£25	£25	£25	£25	£25
Council Tax Yield (£000)	**£112,254**	**£119,834**	**£125,502**	**£131,387**	**£135,274**	**£139,279**

Grants

6.28 The Council receives a number of grants in addition to its main funding allocation. The Council is mostly allowed to use these grants to fund any council services, but some are ring-fenced, which means they can only be spent on specific services.

Social Care Grants

6.29 Some estimated inflationary increases are applied to the values in Table 6.3 below, however the SR 21 announced that specific grants would remain 'cash flat'. This is subject to confirmation at the Draft Local Government Finance Settlement in December and will need to be kept under review and the MTFS will be updated when further details emerge. Forecast figures for 2023/24 onwards remain uncertain and should these assumptions not materialise, it could have a significant impact on the current forecast gap across those years.

6.30 It should also be noted that all these social care grants have been netted against the service budget expenditure heads rather than being shown separately.

Table 6.3 – Social Care Grants

Original Grant Name	2021/22 £'000	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	2026/27 £'001
Better Care Fund (BCF) - (CCG Contribution)	6,017	6,047	6,138	6,138	6,138	6,138
Improved Better Care Fund (iBCF)	9,518	9,566	9,709	9,709	9,709	9,709
Social Care Support Grant	6,960	6,995	7,100	7,100	7,100	7,100
Additional Social Care Support Funding	1,766	1,766	1,766	1,766	1,766	1,766
Total	**24,261**	**24,373**	**24,713**	**24,713**	**24,713**	**24,713**

Core Grants

6.31 Following the outcome of the SR20, the current MTFS assumptions for the Core Grants received by Haringey are as follows:

- The Local Council Tax Support Administration grant, the Housing Benefit Admin grant are assumed to be cash flat but continue across the MTFS;
- The Public Health grant is currently still assumed as cash flat across the MTFS however SR21 indicated an inflationary increase to this grant. This funding is ring-fenced to Public Health activites and the MTFS will be updated for the February 2022 report to reflect the actual allocations;
- The Council Tax Support grant ceases as this was provided purely to mitigate the impact of the C19 pandemic on numbers eligible for council tax support schemes;
- Business rates S31 grants – this has been addressed in section 6.17;
- New Homes Bonus and the Lower Tier Services Grant – the current MTFS already assumed that these grants would be phased out. This continues to be the thinking however, based on the SR21 announcements, the draft MTFS assumes that a similar level of funding will be provided along with an estimated step up of £5.5m. Until the provisional local government finance settlement is published these remain estimates. Final figures will be included in the February report.

6.32 The table below shows assumptions about these grants over the 5-year MTFS period.

Table 6.4 – Core Grants

Grant Name	2021/22 £'000	2022/23 £'000	2023/24 £'000	2024/25 £'000	2025/26 £'000	2026/27 £'000
Council Tax Support Grant	457	457	457	457	457	457
Housing Benefit Admin Grant	1,491	1,491	1,491	1,491	1,491	1,491
Public Health Grant	20,353	20,353	20,353	20,353	20,353	20,353
New Homes Bonus (NHB)	1,208	656	0	0	0	0
Business Rates - Section 31 Grants	6,515	4,000	4,000	4,000	4,000	4,000
Council Tax Support Grant	3,606	0	0	0	0	0
Lower Tier Services Grant / NHB Replacement	756	7,464	7,464	7,464	7,464	7,464
Total	**34,385**	**34,421**	**33,765**	**33,765**	**33,765**	**33,765**

Fees and Charges

6.33 The Council's policy in relation to varying external income requires service managers to review the level of fees and charges annually as part of budget setting and that charges should generally increase by the rate of inflation to maximise allowable income.

6.34 The setting of fees and charges, along with raising essential financial resources, can contribute to meeting the Council's objectives. Through the pricing mechanism and wider market forces, outcomes can be achieved, and services can be promoted through variable charging policies and proactive use of fees to promote or dissuade certain behaviours.

6.35 In the main, fees and charges are set at a level where the full cost of provision is recovered through the price structure. However, in many circumstances those charges are reduced through subsidy to meet broader Council priorities.

6.36 Each year the Council reviews the level of its fees and charges through consideration of a report by the Cabinet and its Regulatory Committee where it is a requirement that they are considered and approved outside of the Executive.

6.37 The impact of fees and charges increases have been included in the MTFS projections.

Use of Reserves

6.38 The Council's (Non-Earmarked) General Fund Balance is held to cover the net impact of risks and opportunities and other unforeseen emergencies. The funds held in the General Fund Reserve can only be used once and therefore are not a recurring source of income that can meet permanent budget gaps.

6.39 In setting a balanced budget for 2022/23 the Council would use £5.8m of reserves which had been previously earmarked for this purpose. As part of its outturn for 2020/21 the council was able to assign £10m into the Strategic Budget Planning Reserve in anticipation of the timescales that would be associated with future budget changes. The 2023/24 General Fund forecast presently assumes that the balance of this £10m will be required in that year.

6.40 The March 2022 Cabinet and Full Council reports will provide a more comprehensive review of the overall sufficiency of Council reserves as part of the S151 statement. However, it should be recognised here that the need to maintain sufficient levels of reserves to help the authority cope with unforeseen changes in circumstances must be more important now than ever before.

Summary of Corporate General Funding Assumptions

6.41 A summary of the of the funding assumptions and breakdown of funding sources is set out in the table.

Table 6.5 – Funding Assumptions

	Source of Funding	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
		£'000	£'000	£'000	£'000	£'000	£'000
Table 6.1	Revenue Support Grant	22,115	22,118	22,561	23,012	23,472	23,941
	Top up Business Rates	58,412	61,695	62,915	64,134	65,416	66,724
	Retained Business Rates	22,137	21,218	21,642	22,291	22,737	23,192
	NNDR Growth	-	-	-	-	-	-
	NNDR Surplus/(Deficit)	(225)	(225)	(225)	-	-	-
Table 6.2	Council Tax	110,302	117,884	123,552	129,187	133,074	137,079
	Council Tax Surplus	1,950	1,925	1,925	2,175	2,175	2,175
Table 6.4	New Homes Bonus	1,208	656	0	0	0	0
	Public Health	20,353	20,353	20,353	20,353	20,353	20,353
	Other Core Grants	12,825	13,411	13,411	13,411	13,411	13,411
	Total (External) Funding	**249,077**	**259,037**	**266,134**	**274,564**	**280,639**	**286,876**
	Contribution from Reserves	1,688	5,879	4,121	-	-	-
	TOTAL FUNDING	**250,765**	**264,916**	**270,255**	**274,564**	**280,639**	**286,876**

7. General Fund Revenue Assumptions

7.1 2021/22 Financial Performance – General Fund Revenue

7.1.1 The 2021/22 Budget Update report, also part of this Cabinet agenda, provides an update on the Quarter 2 budget position. It continues to differentiate between the General Fund (GF) direct impact of C19 on agreed budgets and MTFS savings as distinct from other base budget issues (although it should be noted that many of these base budget issues will be a consequential rather than direct impact of the pandemic).

7.1.2 The overall GF forecast variation from budget stands at £23.0m with £12.87m attributable to C19 and £10.2m to base budget pressures. The former has remained in the line with the forecast provided at Qtr1 and the £9.1m un-ringfenced emergency C19 grant plus other specific grants and income compensation are still expected to offset the £12.87m in full.

7.1.3 More worryingly, the forecast base budget pressure has increased by £5m compared to Qtr1 and now stands at £10.2m. The largest impact continues to be felt in the two care service priorities, accounting for £9m of the £10.2m; much of this appears driven by the legacy impact of C19. However, all other priority areas are forecasting pressures of over £1m totalling £15m gross. This figure is netted down to the £10.2m by expected underspends on corporate budgets, predominately interest payments due to the lag in capital programme spend.

7.1.4 A further, as yet unquantified potential pressure has been highlighted in the Temporary Accommodation (TA) budgets which has seen a reduction in rent collection rates.

7.1.5 Included within the GF forecast pressures described above is a £5.8m shortfall in MTFS savings delivery representing 55% of the total plan. Currently the relevant services have largely described these as slippage in delivery however a small number of proposals are now not thought to realistically able to be achieved as planned largely due to the impact of C19 on the economic environment. The draft 2022/23 Budget now proposed acknowledges these forecasts and plans to re-profile £1.250m with a further £0.750m permanently written out. This position will be kept under review and will be revisited as part of the final February budget report.

7.1.6 Covid-19 is also expected to continue to impact on Business Rates and Council Tax (Collection Fund) income, both in year and arrears and the forecast impact has been built into the draft proposals presented in this report. The 2021/22 Budget and 2022/26 MTFS agreed last year spread the estimated business rates deficit over three years and this assumption has been reviewed and reaffirmed. It should also be noted that as part of the 2020/21 year end process bad debt provisions for all the council's key income streams were augmented to recognise as far as possible the estimated impact of C19 on individuals and businesses to fully settle their accounts with the council. With the ever increasing reliance on local tax revenues and other fees and charges to fund services a close watch will be kept on collection rates and any required adjustments to this draft Budget will be advised as part of the final budget report in February 2022.

7.1.7 The year end Dedicated Schools Grant (DSG) forecast continues to be in deficit against the agreed budget. At Qtr2 £6.3m is forecast, all against the High Needs Block which continues to be driven by the increasing number of Education, Health and Care Plans (EHCP) in recent years. It should be stressed that following clear guidance last year, this is not a pressure that statutorily impacts the GF however it remains a significant concern for the whole sector.

7.1.8 In summary, the key underlying budget pressures that have manifested during this financial year to date, which services cannot mitigate, have been taken account of and built in to the 2022/23 budget setting process.

7.2 The 2022/23 Budget and 2022-26 MTFS Strategy

7.2.1 The approach taken to the financial planning process has been markedly different this year, planned to lead to what is now a very different kind of budget being proposed. We have been clear from the onset that we need to continue our council change agenda, particularly in light of the ongoing effects of the Covid-crisis and change in needs that that has brought about. We have also recognised that this type of change is difficult and takes time, and that the Council huge exercise that is now starting to consider how the new four year borough plan should be frames will provide the essential new plan for that change. Our budget strategy also allows us to better focus on the delivery of the next year of our already agreed savings strategy, which in itself represents £12m for 2022/23.

7.2.2 Our strategy has been to look to align fundamental future budget decisions with knowledge of our fundamental future funding position, in the context of that new borough plan, which means that next year's MTFS will be pivotal in this. We have also gone into this budget round knowing that the Council as part of its outturn for 20/21 was able to assign £10m into the Strategic Budget Planning reserve, in anticipation of the sorts of timescales that would be associated with such future change.

7.2.3 The authority's advanced multi year financial planning, coupled with a short term improvements in the assumable level of government grant funding, now makes it possible to have a draft budget which, for next year, can address essential budget growth requirements totalling of £11.8 in 2022/23, over and above that already assumed in the existing MTFS across most parts of the organisation. This strategy does require the short term use of balances in the 22/23 financial year to make this possible.

7.2.4 Looking forward, this judicial use of one-off funding will enable the Council to achieve a stronger platform to approach the new programme of change required to address the structural c. £20m gap in the medium term, which will align with the launch of the Council's new Borough plan.

Budget Growth / Pressures

7.3 The main corporate assumptions across the MTFS period are outlined below followed by a section focussing on the policy priorities and service specific items.

7.4 Pay Inflation

7.4.1 The pay deal for 2021/22 has still to be agreed as an offer of 1.75% was rejected and put to a ballot of members. Based on this challenge and also the forecasts for inflation next financial year alongside well documented increases in cost of living, the budget available for the pay award in 2022/23 has been increased to allow for c. 3%. This falls back to c. 2% pa across the remainder of the MTFS period.

7.5 Non-Pay Inflation

7.5.1 The impact of inflationary increases in the demand led services is addressed as part of the overall annual demand modelling exercise. For all other non-pay inflation, the assumption continues that the services will broadly have to manage within existing budgets, thus absorbing any inflationary pressures. However, in recognition that some contracts include inflation-linked increases and utility costs continue to be volatile and difficult to predict an annual allowance is built into the budget to address these items should they arise. Due to the inflation forecasts provided in SR21 which suggests that RPI could reach 4.4% an increased sum has been built in for 2022/23 totalling c£2.6m. Thereafter the annual allowance returns to £1m pa.

7.6 Employer Pension Contributions

7.6.1 The outcome of the last triennial valuation, which covered the period 2020/21 – 2022/23, confirmed that the Pension Fund performance allowed for a decrease in the Council's contribution rate of 0.5% each year for those three years, equating to a saving of c. £0.5m per annum each year. No assumptions have been made about the next triennial valuation.

7.7 Treasury & Capital Financing

7.7.1 The MTFS has been updated to reflect the capital financing costs associated with the new capital schemes that are proposed. These are reflected in the Capital Strategy at section 8 of this report.

7.7.2 These figures may require revision depending on the outcome of consultation and scrutiny of the capital investment proposals between now and the final Cabinet report in March 2022 & the final Treasury Management Strategy Statement presented to Full Council later that month. Government funding announcements with further detail following SR21 may also cause some of these figures to be revisited (for example where it becomes clear that grant funding will be made available to fund certain capital schemes).

7.8 Levies

7.8.1 The current assumption is that all Levy costs except the North London Waste Authority (NLWA) levy will remain broadly in line with the 2021/22 figures across the period.

7.8.2 The NLWA's North London Heat and Power Project will replace the existing Energy from Waste plant at the Edmonton EcoPark with an Energy Recovery Facility and includes a new Resource Recovery Facility. This major project will have financial implications for each of the 7 London boroughs involved, representing 2 million people. The 2021/22 budget was increased by £0.7m to address the step up for that year. No further increases were built into the existing MTFS but the Budget now presented includes a further £0.5m p.a. from 2022/23, a prudent estimate due the forecast impact of increased borrowing costs associated with the new facility which must be met by the levy.

7.8.3 The 2020/21 Levy was lower than the council's budgeted figure and it was agreed for this amount to be transferred to the council's reserve in order to smooth the future financial pressure. This will be drawn on when required. The budget assumptions across the MTFS period will be revisited before February, when the intended Levy levels will be announced for 2022/23.

7.9 Policy Priorities

7.9.1 Since 2018/19, the following policy priorities have received additional funding through the annual budget setting cycles:

- Council Tax Reduction Scheme - £1.6m
- Youth Services programme - £0.25m
- Apprenticeship support - £0.134m
- School meals pilot - £0.05m

- London Living Wage – pump priming to deliver
- Free Schools Meals £0.3m funding in 2022/23 and 2022/23
- Welfare Assistance Scheme £0.3m funding in 2022/23 and 2022/23
- Voluntary and Community Sector – £0.25m in 2022/23 only
- Youth Services – £0.25m in 2022/23 only
- Haringey University Bursary Scheme - £0.12m over 3 years
- Recruit Local People - £0.10m over 2 years

7.9.2 Despite the significant challenges to set a balanced budget for 2022/23, £300k of policy growth has been incorporated into the draft budget and MTFS as follows:-

- Residents & Communities Engagement and Participation (£0.1m):
  The pandemic emphasised the importance of residents & communities engagement and participation. This investment will enable us to further develop their involvement in local decision making, shaping the services they use and be part of co-producing the borough of the future.
- Environment/climate investment (£0.2m):
  The Council is investing in the public realm and playing our part in tackling the climate emergency, and will invest our resources strategically in these areas.

7.10 Service Budget Adjustments Required

Service Growth Budget Adjustments

7.10.1 As stated above, the 2022/23 Budget process has focussed on stabilising the Council's overall position by recognising existing and newly manifested pressures, many of which are products of the pandemic and on-going structural underfunding at a national level.

7.10.2 An extensive exercise was carried out over the summer and autumn to gather data and evidence to enable informed decisions to be made about where to direct the limited resources; not all items of growth put forward were able to be accommodated however the proposed budgets are as realistic as possible.

7.10.3 The existing MTFS had a certain level of growth assumed (£8.609m for 2022/23 alone) which have been reviewed but found to still be sound.

7.10.4 The table below summarises the new service specific growth proposals highlighted as part of this year's process.

Table 7.1 – New Service Growth Budget Adjustment Proposals

	2022/23 (£000)	2023/24 (£000)	2024/25 (£000)	2025/26 (£000)	2026/27 (£000)	TOTAL (£000)
Adults and Health	2,409	(42)	0	2,789	2,821	**7,977**
Children	4,172	144	420	620	20	**5,376**
Housing, Regeneration & Planning	2,070	(460)	(375)	0	(30)	**1,205**
Environment & Neighbourhood	1,401	51	(100)	0	0	**1,352**
Customer, Transformation & Resources + Corporate	1,797	(500)	0	0	550	**1,847**
	11,849	**(807)**	**(55)**	**3,409**	**3,361**	**17,757**

7.10.5 As clear from the table, the service areas requiring the most growth continue to be the People related priorities of Adults, Health and Children. Some of this will be met from the application of the additional 1% ASC precept that is proposed to be levied in 2022/23.

7.10.6 However, unavoidable or demand growth has been identified in all directorates. The following provide a flavour of what this growth will be used for with the full detail set out in Appendix 2:

- Significant investment to support vulnerable residents, with over £6m in our demand led budgets in Children's and Adults Social care and Temporary Accommodation.
- Investment in our VAWG agenda of £0.6m
- Investment in our climate and physical environment with increased funding of £0.5m for proactive tree maintenance, and £0.3m investment in highways drainage cleansing and maintenance
- Ensuring we remain a sustainable and fit for purpose organisation Investment of over £1m in our back-office functions such as legal, information governance, procurement and social care commissioning to ensure we are able to support and enable the organisation

7.11 Budget Reduction Proposals / Savings

7.11.1 The Council has previously agreed **£13.3m** of savings to be delivered across the period 2022-2026 and these are set out below.

Table 7.2 – Agreed Savings 2022-2026

Priority	Total				
	2022/23	2023/24	2024/25	2025/26	Total Savings
	£000	£000	£000	£000	£000
Housing	340	51	12	1	404
People - Adults	4,161	535	-	-	4,696
People - Children	1,679	130	230	0	2,039
Place	2,649	(1,370)	1,360	170	2,809
Economy	100	100	100	70	370
Your Council	751	6	-	-	757
Total Savings - Priorities	**9,680**	**(548)**	**1,702**	**241**	**11,075**
Cross-Cutting Proposals	2,250				2,250
Total Savings	**11,930**	**(548)**	**1,702**	**241**	**13,325**

7.11.2 No new budget reduction proposals are proposed for 2022/23 in line with the agreed financial planning strategy; instead focus has been placed on robustly challenging the existing agreed savings programme identifying where slippage might occur, how this could be mitigated and also acknowledging any savings that, largely due to wider economic conditions, were no longer deemed deliverable.

7.11.3 This review highlighted £1.250m savings slippage and £0.750m undeliverable. The impact of this has been built into the draft 2022/23 Budget but work will continue between now and the final report in February to further refine the figures.

7.12 Summary Revenue Budget Position 2022/23 – 2026/27

The summary revenue budget position, including current projected gaps is identified below.

Table 7.3 – Summary Revenue Budget Position

	2021/22 Budget	2022/23 Draft Budget	2023/24 Projected	2024/25 Projected	2025/26 Projected	2026/27 Projected
Priority Area	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**
Housing	16,102	16,939	16,888	16,876	16,875	16,875
People - Children	58,289	60,359	60,609	61,299	61,919	61,939
People - Adults	83,208	82,164	83,625	86,727	89,516	92,337
Place	23,999	22,142	23,569	22,115	21,945	21,945
Economy	6,166	7,154	6,854	6,429	6,359	6,329
Your Council	32,995	36,333	35,452	35,452	35,452	36,002
Non-Service Revenue	30,006	39,825	53,544	60,366	67,722	74,922
Council Cash Limit	**250,765**	**264,916**	**280,541**	**289,264**	**299,788**	**310,349**
Planned Contributions from Reserves	(1,688)	(5,879)	(4,121)			
Further Savings to be Identified	-	(0)	(10,286)	(14,700)	(19,149)	(23,473)
Total General Fund Budget	**249,077**	**259,037**	**266,134**	**274,564**	**280,639**	**286,876**
Council Tax	110,302	117,884	123,552	129,187	133,074	137,079
Council Tax Surplus	1,950	1,925	1,925	2,175	2,175	2,175
RSG	22,115	22,118	22,561	23,012	23,472	23,941
Top up Business Rates	58,412	61,695	62,915	64,134	65,416	66,724
Retained Business Rates	22,137	21,218	21,642	22,291	22,737	23,192
NNDR Surplus/(Deficit)	(225)	(225)	(225)	-	-	-
Total (Main Funding)	**214,691**	**224,616**	**232,369**	**240,799**	**246,875**	**253,112**
Core/Other External Grants						
New Homes Bonus	1,208	656	0	0	0	0
Public Health	20,353	20,353	20,353	20,353	20,353	20,353
Other core grants	12,825	13,411	13,411	13,411	13,411	13,411
TOTAL (Core/Other External Grants)	**34,386**	**34,421**	**33,765**	**33,765**	**33,765**	**33,765**
Total Income	**249,077**	**259,037**	**266,134**	**274,564**	**280,639**	**286,876**

7.12.1 The draft General Fund Budget 2022/23 presently has a budget gap of £5.879m, which is expected to be covered from reserves.

7.12.2 In undertaking this multi-year financial planning, the levels of uncertainty and risk increase substantially beyond the immediate budget for next year. Reference has been made above to the scale of the assumption made in regard to current and future years grants. This report elsewhere highlights the many other risks that may impact and increase the size of the gaps forecasted above for years 2 and beyond. This authority, like all other social care councils, must be particularly concerned about the risks regarding its care services finances. While the year-on-year cash limit profiles for our care services detailed above have been prepared with reference to best intelligence on future years grants, demographics, savings and other pressures, these need to be kept under closest review.

7.13 Review of assumptions and risks 2022/23 – 2026/27

7.13.1 The Council's Section 151 Officer has a statutory responsibility to assess the robustness of the Council's budget and to ensure that the Council has sufficient contingency/reserves to provide against known risks in respect of both expenditure and income. This formal assessment will be made as part of the final report on the Council's budget in March 2022 and will draw on independent assessments of the Council's financial resilience where available however, it is critical that this report outlines the assumptions and approach to risk taken when arriving at the budget proposals included in the draft Budget & MTFS.

7.13.2 Given the increased financial pressure that is falling upon this council's budget and the uncertain national political picture, this statutory role is acquiring more and more significance. The number and breadth of potential risks and level of uncertainty, particularly around the Covid-19 pandemic and Government funding, underlines the need to maintain both a budgeted resilience contingency and keep general and earmarked reserves at current levels.

7.13.3 The main uncertainties and risks identified to date which my impact on the Council's budget for 2022/23 and over the period of the MTFS are:

- Funding assumptions for 2022/23 are subject to the final local government settlement expected in January 2022 and therefore there may be changes; at this point we have yet to receive the provisional figures which places more risk on the current assumptions.
- On-going uncertainty about the final impact of the Covid-19 pandemic on 2021/22 budgets and also future years.
- The ongoing economic impacts of Brexit may continue to put pressure on costs and increase inflation; staffing in critical social care & health services, on local tax income levels
- Uncertainty over whether the London wide business rates pool will be reconstituted from 2023/24 and lack of clarity of the financial implications if it does
- The continued pressure on High Needs Block Dedicated Schools Block (DSG) resources, lack of a clear strategy for resolution from the DfE, although it is now confirmed that deficits are not to be funded by general fund resources
- The expected Fair Funding Review and redesign of the Business Rates Retention scheme did not complete during 2021/22 as expected. The impact on funding for the Council on the eventual outcomes of both are not known at this time although these could be overtaken by the Levelling Up agenda and associated funding distribution methodologies
- Increases in London Living Wage, or the minimum wage impacting the Council directly or through contracted spend in future years.
- The impact of pay and general inflation pressures above current assumptions
- General population increases that are expected over the next 5 years and any associated growth in demand - other than specifically allowed for – may lead to financial pressure. Conversely, in the immediate term, falls in numbers of families with children living in the borough are creating ongoing pressures for schools which are funded on a per pupil basis from the Government.

- Planned actions to increase Council managed temporary accommodation options do not progress at the pace expected and/or are potentially exacerbated by Covid-19
- The Council's Transformational Programmes do not deliver the required savings, do not deliver savings quickly enough, or are impacted by demographic trends particularly in critical areas such as Children's and Adults Social Care and Temporary Accommodation.
- Any further deterioration in the forecast 2021/22 position including non-delivery of in year savings
- Business rates base negatively impacted by the impact of Covid-19, permanent shifts to on-line services and any economic slowdown

8. Council's Capital Strategy and Capital Programme 2022/23 – 2026/27

8.1 Introduction

8.1.1 This is the fourth capital strategy report that has been prepared since it became a mandatory requirement upon local authorities. It gives a high-level overview of how capital expenditure, capital financing, and treasury management activities contribute to the provision of public services. It also provides an overview of how the risks of the capital programme are managed and the implications for future financial sustainability.

8.1.2 The Covid-19 pandemic has affected the deliverability of the Council's capital strategy, but the council has responded to the new challenges. In particular the capital programme for 2021/22 has continued to provide for an acceleration of the school streets programme, revisions to the public realm works to create Covid-19 safe public spaces through widening pavements and works around school streets to make them safe. Despite the pandemic significant works have been undertaken to 8 schools and Pendarren.

8.1.3 Looking forward the Council's capital investment proposals include continued investment in the school estate, new investment in creating an in-borough Children's residential care provision, and increased investment in the infrastructure of the borough's parks and streets. Historically the Council received significant funding from TfL to support the highways of the borough. The pandemic hit TfL's finances hard, and it has not been able to provide the same level of support to boroughs. The Council's proposals allow for funding of the type of work previously funded by TfL in 2022/23 to be met by Council borrowing. In future years it has been assumed that external grant will be available to fund these works, in line with announcements made at SR21.

8.1.4 The Council has an accommodation strategy that is responding to the new ways of working and service demands. The strategy assumes that it will consolidate the Council's offices into the Civic Centre. This would be achieved through the necessary refurbishment of the Civic Centre and the creation of a new annex. There is also further investment in property to enable the Council to

maximise the value of its property on Station Road. It is anticipated that investment in the annex will generate savings that will pay for the investment.

8.1.5 The Council is also investing in its digital offering to ensure that our customers receive the best possible service.

8.1.6 The Council continues to invest in housing through its new homes programme. This expenditure is contained within the housing revenue account (HRA) and is reported here in summary form and elsewhere on the agenda in detail.

Background

8.1.7 Capital expenditure in local government is defined in statute and accounting practices/codes and as such must be complied with. Within these rules, capital budgets and capital expenditure decisions offer the opportunity for the Council to profoundly affect the lives of its residents, businesses, and visitors in both the immediate and the longer term.

8.1.8 Capital programmes can shape the local environment (e.g. through the provision of new housing, traffic schemes or regeneration schemes); positively impact people's lives (e.g. through creating appropriate housing for adults with learning difficulties or investment in parks and open spaces); transform the way the Council interacts with local residents (e.g. through the libraries investment programme or proposals for locality provision); and deliver fit for purpose schools. The Council continues to plan for its use of capital expenditure to positively impact people's lives.

8.1.9 The key objectives for the Council's capital programme are to deliver the outcomes described in the borough plan and assist the Council in meeting the financial challenges that it continues to face. However, affordability is also a key consideration, as investment in capital schemes which requires the Council to borrow to fund the schemes impacts on Council revenue budgets.

8.2 Capital expenditure and financing

8.2.1 Capital expenditure is where the Council spends money on a project, with the view to derive economic benefit from the outcome of the expenditure, for a period longer than twelve months. This also includes spending on assets owned by other bodies, and loans and grants to other bodies enabling them to buy assets.

8.2.2 The table below shows a high-level summary of the Council's outline capital spending in the medium-term i.e. for the financial years 2022/23-2026/27 which shows the continued and growing capital investment that is being undertaken to support the achievement of the borough plan objectives and to improve people's lives.

Table 8.1: Capital expenditure plans overview 2022/23 - 2026/27

	2021/22 Budget (£'000)	2022/23 Budget (£'000)	2023/24 Budget (£'000)	2024/25 Budget (£'000)	2025/26 Budget (£'000)	2026/27 Budget (£'000)	Total (£'000)
Previously Agreed							
General Fund Account (GF)	288,854	190,863	150,613	120,687	67,469		**818,485**
Housing Revenue Account (HRA)	277,033	346,575	334,086	375,571	222,787		**1,556,052**
Total =	**565,887**	**537,438**	**484,699**	**496,258**	**290,256**		**2,374,537**
Proposed							
General Fund Account (GF)		233,320	214,368	158,079	101,153	23,519	**730,439**
Housing Revenue Account (HRA)		397,264	356,920	276,158	213,540	197,193	**1,441,075**
Total =		**630,584**	**571,288**	**434,237**	**314,693**	**220,712**	**2,171,514**

8.2.3 The capital programme is composed of individual priority programmes. Within these priority totals there are schemes and within most schemes there are individual projects. For instance, Scheme 302, Borough Roads, will contain individual projects on individual roads.

8.2.4 Where additional funding is proposed for an existing scheme this has been added to the project rather than creating a new scheme.

8.2.5 About a third of the capital programme is composed of schemes that are wholly funded by Council borrowing and that are not self-financing. These schemes largely reflect the statutory duties of the council. In large part these schemes are not able to attract external resources to either supplement or supplant Council borrowing.

8.2.6 The Children's Services capital programme is largely reliant on Council borrowing. For the period 2022/23-2026/27 the Council is planning to spend £92.9m on schools, of which approximately £28.9m is funded through government grant leaving a borrowing requirement of £64m. The majority of the cost of the increased investment in schools falls on the Council's revenue account through increased borrowing costs.

8.2.7 The Adults Services capital programme is £72.8m, the majority of the programme is self-financed at £56m. In addition there is £13.9m grant funded expenditure.

8.2.8 Within the Place priority the proposed capital programme for the period 2022/23-2026/27 is broadly estimated at £103.6m of which approximately £30.7m is externally funded.

8.2.9 The Economy capital programme has an estimated value of £367m, of which £133.5m is funded externally and £184.2m is self-financing. Council borrowing in this part of the capital programme is proportionately lower than in others at £49.3m. The majority of this borrowing is to match fund to the Tottenham Hale Regeneration project, the Tottenham High Road Strategy and the Wood Green Regeneration Strategy.

8.2.10 The basic premise for the Economy programme is to provide a funding envelope within the budget and policy framework which enables the council to respond to opportunities in a timely way. This means that this capital programme is both front loaded and prone to reporting slippage.

8.2.11 The General Fund Housing programme has no schemes that rely on borrowing as they are all self-financing.

8.2.12 The Your Council capital programme is estimated at £92.1m with the majority, £59.7m funded through borrowing. £43.3m of this borrowing relates to the asset management function of the Council and the Civic Centre refurbishment, with investment of £15.4m in ICT to improve services.

8.2.13 The inclusion of a scheme within the capital programme is not necessarily permission to spend. Most schemes will be subject to the completion of an approved business case that validates the high-level cost and time estimates contained within the programme. An integral part of the business case will be an assessment of the risks that a project faces and once a project is agreed, the review of the risk register is a standing item on the agenda for the project's governance arrangements.

8.2.14 There are a range of schemes within the General Fund capital programme that will only proceed, if they are estimated to result in a net reduction in expenditure. That reduction will include the cost of financing the borrowing and contribute to the MTFS through making savings or increasing income. These schemes are known as self-financing schemes. The decision to proceed with these schemes will follow the production of a detailed business case that supports the investment and identifies reductions in expenditure.

8.2.15 Services bid annually as part of the Council's budget setting process. The bids are assessed against their "fit" in relation to the Borough Plan, the asset management plan and meeting the objectives of the medium-term financial strategy (MTFS). In addition, schemes have been considered for their contribution to economic recovery, to growth, to jobs, and to creating a Covid-19 safe public realm.

8.2.16 The Housing Revenue Account (HRA) is a ring-fenced account, which ensures that the Council's housing activities are not subsidised by the Council's non-housing activities. It also ensures that the Council's non-housing activities are

not subsidised by its HRA. HRA capital expenditure is recorded separately.The table below details the proposed capital expenditure plans by priority.

Table 8.2: Capital expenditure plans by priority

	2022/23 Budget (£'000)	2023/24 Budget (£'000)	2024/25 Budget (£'000)	2025/26 Budget (£'000)	2026/27 Budget (£'000)	Total (£'000)
People - Children's	25,421	26,694	24,671	14,301	1,831	**92,916**
People - Adults	17,956	40,474	8,515	3,471	2,377	**72,794**
Place	25,594	22,445	20,688	18,988	15,861	**103,576**
Economy	131,619	101,474	81,306	52,643	0	**367,042**
Housing (GF)	1,000	1,000	0	0	0	**2,000**
Your Council	31,731	22,281	22,900	11,750	3,450	**92,112**
Total General Fund (GF)	**233,320**	**214,368**	**158,079**	**101,153**	**23,519**	**730,439**
Housing (HRA)	**397,264**	**356,920**	**276,158**	**213,540**	**197,193**	**1,441,075**
Overall Total	**630,584**	**571,288**	**434,237**	**314,693**	**220,712**	**2,171,514**

8.2.17 Appendix 4 includes the previously agreed schemes plus any changes since the last budget (up to and including the December 2021 Cabinet), plus the new schemes proposed. It also indicates how each scheme is financed.

8.2.18 Appendix 5 provides details of the new schemes proposed. The following paragraphs provide a high-level description of each priority's new capital proposals.

8.2.19 **Children's Services**

There is one new scheme proposed for Children's Services and that is for the creation of an in-borough residential centre. This would provide high quality provision at a lower cost. The site or sites for the provision have not been identified at this time. The scheme is included in the capital programme as self-financing.

Adult Services

The continued focus of the Adults Services capital programme is to enhance the lives of disabled and older adults. The 2021/22 capital programme delivery has been severely affected by Covid-19 and is therefore delayed. Accordingly, the aim for the coming period is to deliver those schemes that are delayed.

8.2.20 **Place**

The existing Place priority capital programme is designed to make the borough a cleaner and safer place where residents can lead active and healthy lives. The proposed new capital schemes build on these priorities with additional investment.

A previously significant source of funding for the borough's infrastructure were grants received from Transport for London (TfL). Due to the financial situation of TfL these grants have largely ceased. Even though these grants have ceased the works still need to be undertaken.

Part of the new investment is to offset the TfL reductions but there is additional investment in the borough's pavements, and additional funding for the Parkland Walk Bridges programme as well as investment in our parks to provide greener and more comfortable spaces. The programme also allows for the continuation of investment in street lighting and borough roads. The funding for the highways scheme and the accident reduction scheme are included in the programme as being funded by Haringey borrowing in 2022/23. In future years it has been assumed that there will be external funding provided to undertake the works, in line with announcements from SR21 about national funding for works for highways, potholes, resurfacing and bridges.

8.2.21 **Economy**

The new proposal, in relation to the HALS service and builds on this existing programme of funding of the Good Economy Recovery Plan.

8.2.22 **Your Council**

The initial proposals contain significant investment in Council assets and services. There is a new proposal for an annex to the Civic Centre which will consolidate most all Council offices onto one site and at the same time allow for new uses for the buildings on Station Road. The proposals also have significant investment in IT systems and infrastructure to ensure that the customer experience is a good as it can be.

8.2.23 **Financing**

All capital expenditure must be financed from either and external source (government grant or other contributions), the Council's own resources (revenue, reserves or capital receipts) or debt (borrowing, leasing, Private Finance Initiative). The Council's capital programme has moved to a financing strategy that seeks to ensure that investment via the capital programme is self-financing or funded from external resources wherever possible. The draft capital programme for 2022/23-2026/27 is analysed in the table below and shows that the majority of schemes being proposed (68%) are either self-financing or funded via external resources:

Table 8.3: Financing Strategy

	General Fund Borrowing		External	Total
	Met from General Fund (£'000)	Self-Financing met from Savings (£'000)	(£'000)	(£'000)
People - Children's	57,808	6,200	28,908	**92,916**
People - Adults	2,885	56,020	13,889	**72,794**
Place	64,473	8,413	30,690	**103,576**
Economy	49,318	184,237	133,487	**367,042**
Housing - GF	0	2,000	0	**2,000**
Your Council	59,662	32,450	0	**92,112**
Total	**234,146**	**289,319**	**206,974**	**730,439**

8.2.24 The self-financing schemes will normally only proceed if they produce a reduction in expenditure that includes reductions enough to cover the cost of financing the investment (council borrowing). This is necessary to ensure that the investment contributes to meeting the financial challenges that the Council faces. It is noted however, that in some limited circumstances, that schemes may proceed even if they do not produce a reduction in expenditure enough to cover the cost of financing the investment.

8.2.25 As debt needs to be repaid the Council is required by statute to set aside from its revenue account an annual amount sufficient to repay borrowings. This is known as the minimum revenue provision (MRP). The MRP for the period is set out below:

Table 8.4: Estimated MRP

	2021/22 Budget (£'000)	2022/23 Budget (£'000)	2023/24 Budget (£'000)	2024/25 Budget (£'000)	2025/26 Budget (£'000)	2026/27 Budget (£'000)
MRP	8,734	13,379	19,414	23,469	26,629	28,903

8.2.26 The Council's cumulative outstanding amount of debt is measured by the capital financing requirement (CFR). This increases when new debt financed expenditure is incurred and reduces when MRP is made. The increase in MRP in 2022/23 is due to the end of the MRP holiday and was addressed in detail in the Treasury Management Strategy considered by Council in February 2021.

Table 8.5: Prudential Indicator: Estimates of Capital Financing Requirement

	2021/22 Budget (£'000)	2022/23 Budget (£'000)	2023/24 Budget (£'000)	2024/25 Budget (£'000)	2025/26 Budget (£'000)	2026/27 Budget (£'000)
CFR	1,365,827	1,471,470	1,874,703	2,121,746	2,219,544	2,256,741

8.3 Asset Management

8.3.1 The Council maintains an approved Asset Management Plan, which has previously been approved by Cabinet.

Asset Disposals

8.3.2 When a capital asset is no longer needed, it may be sold, and the proceeds (known as capital receipts) can be spent on new assets or can be used to repay debt. Repayments of grants, loans and non-treasury investments also generate capital receipts. The Council is currently permitted by legislation to spend capital receipts to deliver cost reductions and/or transformation. This is known as the flexible use of capital receipts and this flexibility is currently due to expire on the 31st March 2025.

8.3.3 As stated above, capital receipts can be used to fund capital expenditure or repay debt. The budget assumption is that capital receipts will not fund capital expenditure or debt repayment. It is anticipated that the capital receipts received in the MTFS period covered by the flexibility (up to 31st March 2025) will be used to deliver cost reductions and/or transformation. There is a separate policy statement and schedule of proposed initiatives to utilise capital receipts flexibly.

Treasury Management

8.3.4 The Council has a separate Treasury Management Strategy Statement (TMSS) that deals in detail with treasury management matters. The Capital Strategy document repeats some of the information contained within the TMSS but places the information in the context of the capital programme and Borough Plan.

8.3.5 Treasury management is concerned with keeping enough but not excessive cash balances available to meet the Council's spending needs, while managing the risks involved. Surplus cash is invested until required, while a shortage of cash will be met by borrowing. This is to avoid excess credit balances or overdrafts at the bank. The Council is typically cash rich in the short term as cash revenue income is received before it is spent but cash poor in the long-term as capital expenditure is incurred before it is financed. The revenue cash surpluses are offset against capital cash shortfalls to reduce borrowing.

Borrowing Strategy

8.3.6 The council's main objectives when borrowing is to achieve a low but certain cost of finance while retaining flexibility should its plans change in the future. These objectives are often in conflict as the Council seeks to strike a balance between cheap short-term loans and long-term fixed loans where the future cost is known, but higher.

8.3.7 Projected levels of the Council's total outstanding debt (which comprises borrowing, PFI liabilities and leasing) are shown below and compared to the capital financing requirement.

Table 8.6: Prudential Indicator: Gross Debt and the Capital Financing Requirement

	31/3/21 Actual (£'000)	31/3/22 Budget (£'000)	31/3/23 Budget (£'000)	31/3/24 Budget (£'000)	31/3/25 Budget (£'000)	31/3/26 Budget (£'000)	31/3/27 Budget (£'000)
Borrowing Debt	555,915	811,902	1,300,494	1,689,734	1,935,338	2,030,955	2,064,909
PFI & Lease Debt	27,303	28,164	19,471	15,297	10,938	8,421	7,921
Total Debt	**583,218**	**840,066**	**1,319,965**	**1,705,031**	**1,946,276**	**2,039,376**	**2,072,831**
Capital Financing Requirement	837,822	1,365,827	1,471,470	1,874,703	2,121,746	2,219,544	2,256,741

8.3.8 Statutory guidance is that debt should remain below the capital financing requirement, except in the short-term. As can be seen from the above, the Council expects to comply with this requirement.

Affordable Borrowing Limit

8.3.9 The Council is legally obliged to set an affordable borrowing limit (also termed the authorised limit for external debt) each year. In line with statutory guidance, a lower operational boundary is also set as a warning level should debt approach the limit.

Table 8.7: Prudential Indicator: Authorised limit and operational boundary for external debt

	2021/22 limit (£'000)	2022/23 limit (£'000)	2023/24 limit (£'000)	2024/25 limit (£'000)	2025/26 limit (£'000)	2026/27 limit (£'000)
Authorised limit – borrowing	1,272,356	1,381,999	1,789,406	2,040,807	2,141,123	2,178,820
Authorised limit – PFI & leases	30,981	25,702	20,192	14,438	11,116	10,456
Authorised limit – total external debt	**1,303,337**	**1,407,701**	**1,809,598**	**2,055,246**	**2,152,239**	**2,189,276**
Operational boundary - borrowing	1,222,356	1,331,999	1,739,406	1,990,807	2,091,123	2,128,820
Operational boundary – PFI & leases	28,164	23,366	18,356	13,126	10,106	9,506
Operational boundary – total external debt	**1,250,521**	**1,355,365**	**1,757,762**	**2,003,933**	**2,101,228**	**2,138,325**

8.3.10 Although capital expenditure is not charged directly to the revenue account, interest payable on loans and MRP are charged to revenue, offset by any investment income receivable. The net annual charge is known as financing costs. This is compared to the net revenue stream i.e., the amount funded from Council Tax, business rates and general government grants.

Table 8.8: Proportion of financing costs to net revenue stream

	2021/22 Budget (£'000)	2022/23 Budget (£'000)	2023/24 Budget (£'000)	2024/25 Budget (£'000)	2025/26 Budget (£'000)	2026/27 Budget (£'000)
Financing Costs General Fund	12,198	15,807	22,108	25,424	26,174	29,374
Proportion of net revenue stream	4.86%	6.01%	8.36%	9.26%	9.33%	10.24%
Financing Costs HRA	16,242	16,333	22,737	27,474	30,027	31,469
Proportion of net revenue stream	15.10%	14.42%	18.97%	21.22%	21.75%	21.94%

8.3.11 It can be seen that over the MTFS period that the General Fund ratio increases. However, whilst costs of financing investment increases there will be offsetting revenue savings from those schemes which are self-financing, and these savings will be reflected in reduced service area budgets. It is also possible that once business cases are prepared that some of the schemes within the capital programme may well not proceed. The ratio also increases for the HRA. This level of ratio has been modelled into the current version of the evolving HRA business plan and capital programme and is affordable.

Governance

8.3.12 Decisions on treasury management investment and borrowing are made on a daily basis and are delegated to the Director of Finance. There is a further sub-delegation to members of the Director of Finance's staff to facilitate day-to-day operations. Whoever is making the decision(s) will need to act in line with the treasury management strategy as approved by full Council.

9. Housing Revenue Account (HRA)

9.1 The HRA is the Council's record of the income and revenue expenditure relating to council housing and related services. Under the Local Government and Housing Act 1989, the HRA is ring-fenced and cannot be subsidised by increases in council tax. Equally, any surplus in the HRA or balances held in reserves cannot be transferred to the General Fund. Since April 2012, the HRA has been self-financing. Under self-financing Councils retain all the money they receive from rent and use it to manage and maintain their homes.

Draft HRA Financial Plan Overview

9.2 This revised financial plan encapsulates the council's HRA 5-year Revenue & Capital Budget/MTFS. It is supported by 30-Year Financial model developed this year, which enables the council to take a longer-term view of the HRA. This is particularly important in the context of sustained existing stock maintenance & housing development and allows us to plan for the future of our housing stock more accurately and sustainably.

9.3 This revised financial plan encapsulates the council's HRA 5-year Revenue & Capital Budget/MTFS. It is supported by 30-Year Financial model developed this year, which enables the council to take a longer-term view of the HRA. This is particularly important in the context of sustained existing stock maintenance & housing development and allows us to plan for the future of our housing stock more accurately and sustainably.

9.4 The Plan enables the modelling of the revenue and capital implications of all planned work in the HRA to deliver Borough Plan priorities and provided the basis for understanding the affordability of current capital programme delivery plans and assessing options to ensure a viable HRA over a longer period.

9.5 Assumed rents on new builds and acquisition reflect recent valuation exercise across wards where development is taking place. Forecasts of the PWLB borrowing rate and updated inflation (CPI) which informs the existing homes rent charges and affects cost have been incorporated.

9.6 This Financial Plan supports the greater proportion of the new homes being developed for social rents, which has increased from 75% to 82%. This is made possible by increased grant in the Affordable Homes Programme (AHP) 2021-26, forecast reductions in borrowing costs, and council rent increase.

9.7 There is a proposed increase in spend on Major works (existing homes), and Carbon reduction, which further highlights the Councils commitment to improving the quality of life of residents, ensuring residents live healthier lifestyle and combating climate change.

9.8 The comprehensive financial plan addresses the affordability of the entire HRA capital programmes, which includes the new homes build and homes acquisition programmes, and existing stock maintenance, carbon reduction programmes for both existing stocks and new stocks, fire safety programmes and the BWF estate renewal programme.

9.9 It includes a long-term assessment of maintenance, improvement, and management requirements, as well as forecasts on income streams such as rents, in line with rent standards, and other future developments. The impact of the current pandemic on rent collection and delay in capital programmes are also reflected in the HRA financial plan.

9.10 Built into this revised financial plan is an increase in the level of HRA working balance to £20m next year, in recognition of the potential financial risk associated with such an extensive expansion programme in the HRA. There is also a provision for one off cost of insourcing of housing services, as currently managed by Homes for Haringey (HfH).

The main sources of income to the HRA: Rents and Service Charges.

Housing rents

9.11 The Council sets the rents in council-owned properties every year, in accordance with the government's social housing rent policy. The government, through the Regulator of Social Housing, prescribes the formula for calculating social housing rents. These rents are also called national formula rents and exclude service charges.

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9.13 The national formula for setting social rent is intended to enable LAs to set rents at a level that allows them to meet their obligations to their tenants, maintain their stock (to at least Decent Homes Standard) and continue to operate a financially viable HRA, including meeting their borrowing commitments.

9.14 The formula is complex and uses national average rent, relative average local earning, relative local property value, and the number of bedrooms to calculate the formula rent.

9.15 Formula rents are subject to a national social rent cap. The rent cap is the maximum level to which rents can be increased to in any one financial year, based on the size of the property. Where the formula rent would be higher than the rent cap for a particular property, the national social rent cap must be used instead. Rent caps for 2022/23 are as follows:

Number of bedrooms	Rent cap
1 and bedsits	£155.73
2	£164.87
3	£174.03
4	£183.18
5	£192.35
6 or more	£201.50

Rents in Existing Council Homes - General Needs & Sheltered/Supported Housing

9.16 Individual council rents in Haringey are below the formula rents in many properties. This is because historically Haringey rents were set lower than the formula rent. In contrast, many social landlords, particularly Housing Associations, have historic rents that were set higher than formula rent. To create a level playing field, the government introduced rent restructuring in 2003 to converge actual rents towards the formula rent. The government abandoned rent restructuring in 2015/16, when it imposed a 1% rent reduction for four

years, under the Welfare Reform and Work Act 2016. The Council complied with the legislation and the 1% rent reduction ended in 2019/20.

9.17 The Rent Standard permits Local Authorities in England to increase tenants' rents every year by no more than the CPI at September of the previous year plus 1%, at least until 2024/25. Therefore since 2020/21, existing council tenants' rents could only increase by no more than CPI inflation plus 1%. However, the government allows Local Authorities to charge formula rents on homes when they are re-let following a vacancy.

9.18 The current rent for 2021/22, approved by Cabinet on 9 February 2021, was set at the 2020/21 rent uplifted by 1.5%. The rent increase is due to the CPI (inflation) rate in September 2020 of 0.5% plus 1% allowed by the government.

9.19 The Council has the ability under the social housing rent standards to increase rent by no more than September CPI plus 1%. Given that the CPI at September 2021 is 3.1%, rents in council-owned housing stock would increase by no more than 4.1% (CPI plus 1%) from 4 April 2022 (the first Monday in April).

9.20 Applying this rent increase of 4.1% would give £3.4m of additional income to the Housing Revenue Account (HRA) from tenants' rents. This has been reflected in the HRA Financial plan. There is also an assumed annual rent increases of current CPI of 2% plus 1% in the forecasts for 2023/24 and 2024/25. Then a reversion to CPI of 2% only for the remaining life of the HRA financial plan.

9.21 Provisional rents for existing general needs and sheltered/supported housing tenants for 2022/23 have been calculated on the basis that their weekly rents increase by no more than 4.1% from 4 April 2022. As such the average weekly rent would increase by £4.35 from £106.14 to £110.49.

9.22 There is a range of rents across different sizes of properties. Table 1 sets out the proposed average weekly rents and the average rent increases for 2022/23 by property size.

Table 1

Number of Bedrooms	Number of Properties	Current average weekly rent 2021/22	Proposed average weekly rent 2022/23	Proposed average rent increase	Proposed percentage increase
Bedsit	136	£86.11	£89.64	£3.53	4.1%
1	5,367	£91.20	£94.94	£3.74	4.1%
2	5,139	£106.29	£110.65	£4.36	4.1%
3	3,725	£121.71	£126.70	£4.99	4.1%
4	603	£138.57	£144.25	£5.68	4.1%
5	109	£162.10	£168.75	£6.65	4.1%
6	15	£168.45	£175.36	£6.91	4.1%
7	2	£159.39	£165.93	£6.54	4.1%
8	1	£180.44	£187.84	£7.40	4.1%
All dwellings	**15,097**	**£106.14**	**£110.49**	**£4.35**	**4.1%**

The council will continue to charge formula rents on re-lets to new secure tenants.

Rents in New Council Homes – General Needs & Sheltered/Supported Housing

9.23 The Council has an ambitious council housing delivery programme, and over the next few years, a large number of newly built and newly acquired council homes will be delivered and ready for new tenants.

9.24 The maximum weekly rent allowed by the government for a tenant granted a tenancy in a new home for the first time is formula rent (subject to national rent cap). The HRA financial plan includes additional rental income at the average formula rent for the new homes in the delivery programme.

9.25 The council will continue to let new homes at the relevant formula rent for the new homes and the HRA financial plan is built on that basis.

Rents in Temporary Accommodation

9.26 All properties acquired since 1 April 2019 for housing homeless households held in the HRA are leased to Haringey Community Benefit Society (HCBS) and let by HCBS at Local Housing Allowance (LHA) rent levels.

9.27 The HRA financial plan includes these rental incomes from 2021/22 to 2027/28. From year eight, it recognises incomes from these properties at formula rent, with the normal annual rent increases of CPI, as these properties are assumed will revert to the HRA after 7 years of lease.

9.28 From 4th April 2022, all other council-owned properties used as temporary accommodation but not leased to HCBS will have their rents increased by 4.1% from their current levels.

Tenants' Service Charges

9.29 In addition to rents, tenants pay charges for services they receive which are not covered by the rent. The Council sets tenants' service charges at the start of each financial year to match budgeted expenditure.

9.30 Service charges must be set at a level that recovers the cost of the service, and no more than this. Charges are calculated by dividing the budgeted cost of providing the service to tenants by the number of tenants receiving the service.

9.31 Therefore, a flat rate is charged to tenants receiving each service and the weekly amount is fixed. The amount tenants pay increases where the cost of providing the service is anticipated to increase. Equally, charges are reduced when the cost of providing the service reduces or where there has been an over-recovery in the previous year.

Tenants currently pay for the following services:

- Concierge
- Grounds maintenance
- Caretaking
- Street sweeping (Waste collection)
- Light and power (Communal lighting)
- Heating
- Estates road maintenance
- Door entry system maintenance
- Sheltered housing cleaning service
- Good neighbour cleaning service
- Converted properties cleaning
- Window cleaning service.
- TV aerial maintenance

Tenants living in sheltered and supported housing also pay the following additional support charges:

- Sheltered Housing Charge
- Good Neighbour Charge
- Additional Good Neighbour Charge

9.32 The applicable charges for 2022/23 will be calculated and presented for Cabinet approval in February 2022 when the budgeted costs of providing each service is agreed.

Rent consultation

9.33 There is no requirement for tenant consultation because Haringey Council's rents are set in accordance with government rent standard and no new charges are being introduced for the tenants' service charges. However, tenants must be given at least four weeks' notice before the new rents for 2022/23 start on 4 April 2022.

9.34 This will follow the consideration by Cabinet in February 2022 and will include:

- Council housing rent charges for 2022/23
- Proposed weekly tenants service charges for 2022/23
- HRA hostel rent charges for 2022/23

HRA Expenditure

9.35 The Council's Arms' Length Management Company (ALMO), Homes for Haringey (HfH) manages the dwellings stock and garages on behalf of the Council. The management fee the council pays for these services is budgeted at £41.8m for 2022/23. This includes £19.7m for repairs and about £1.9m for housing demand functions. Cabinet will be deciding on whether to bring HfH back in-house. It is expected that this will bring efficiency and financial saving but this not quantifiable at this time.

9.36 Other significant items of expenditure include the capital financing charge and depreciation. The capital financing charge is the interest on HRA loans and internal funding and is budgeted at almost the same level as 2021/22 due to low interest rate forecast for next year's potential borrowings.

9.37 The proposed HRA capital programme supports the delivery of over £2bn investment in our existing stock over the next 30 years, and now supports the delivery of about 3,771 homes, of which about 3,105 are for social rent. This is an improvement, over a 10-year period, in the number of new homes planned to be delivered and the ratio of social rent homes to market sales homes.

9.38 There are of course risks such as the impact of the current pandemic, COVID-19 on collection of rent, the impact of government policy changes in respect of types of tenancy, rent levels, right to buy, and treatment of voids. Importantly, HRA budget and forecasts continue to assume a revenue contribution to capital outlay (RCCO) minimum of £8m. This means that the surplus after expenditure should not be below £8m. It also assumes an increased working balance of £20m.

9.39 This is a complex plan and Members should be aware that further changes are anticipated before the final budget package is presented in February, though this will not affect the rent proposals for 2022/23 included here.

9.40 A finalised version will be presented to Cabinet and Full Council for approval in February 2022 and March 2022 respectively. It should be noted that any changes in the final version will not affect the rent proposal contained in this draft report.

Draft HRA 5 Years MTFS (2022/23-2026/27)

9.41 The HRA budget for 2022/23 is a balanced budget maintaining a reasonable revenue contribution to capital of £10.5m. This report sets out the proposed HRA 5 years Budget/MTFS in the Table below. It accommodates the scale of development presently assumed within the business and financial planning in

terms of its impact of the future years HRA revenue position. It also takes into consideration the September CPI and its impact in next year's rent charges.

Table 9.3 - Draft HRA 5-Year Revenue Budget (2022/23 – 2026/27)

Housing Revenue Account (HRA)	Year 1	Year 2	Year 3	Year 4	Year 5	**Total**
Income & Expenditure	**2022-23**	**2023-24**	**2024-25**	**2025-26**	**2026-27**	**5 Years**
	£'000	£'000	£'000	£'000	£'000	**£'000**
Income						
Dwellings Rent Income	(90,004)	(96,012)	(104,539)	(112,101)	(116,692)	**(519,348)**
Void Loss	900	960	1,046	1,121	1,167	**5,194**
Hostel Rent Income	(2,342)	(2,402)	(2,464)	(2,506)	(2,549)	**(12,263)**
Service Charge Income	(11,721)	(12,263)	(13,074)	(13,881)	(14,368)	**(65,307)**
Leaseholder Income	(7,850)	(7,882)	(8,107)	(8,337)	(8,574)	**(40,750)**
Other Income (Garages /Aerials/Interest)	(2,242)	(2,282)	(2,323)	(2,366)	(2,409)	**(11,622)**
Total Income	**(113,259)**	**(119,881)**	**(129,461)**	**(138,070)**	**(143,425)**	**(644,096)**
Expenditure						
Repairs	19,700	20,095	20,924	22,215	22,994	**105,928**
Housing Management	20,158	20,214	20,119	20,988	21,610	**103,089**
Housing Demand	1,917	1,955	1,994	2,034	2,075	**9,975**
Management Fee (HfH)	**41,775**	**42,264**	**43,037**	**45,237**	**46,679**	**218,992**
Estates Costs (Managed)	10,720	10,935	11,153	11,376	12,079	**56,263**
Provision for Bad Debts (Tenants)	2,820	2,976	3,198	3,397	3,517	**15,908**
Provision for Bad Debts (Leaseholders)	188	189	195	200	206	**978**
Total Managed Expenditure	**13,728**	**14,100**	**14,546**	**14,973**	**15,802**	**73,149**
Other Costs (GF Services)	5,379	5,487	5,597	5,708	5,823	**27,994**
Other Costs (Property/Insurance)	4,552	3,011	2,561	2,612	2,664	**15,400**
Capital Financing Costs	16,333	22,737	27,474	30,027	31,469	**128,040**
Contribution to Major Repairs (Depreciation)	20,955	21,915	23,365	24,816	25,684	**116,735**
Revenue Contributions to Capital	**10,537**	**10,367**	**12,881**	**14,697**	**15,304**	**63,786**
Total Expenditure	**113,259**	**119,881**	**129,461**	**138,070**	**143,425**	**644,096**
HRA (Surplus) / Deficit	0	0	0	0	0	0

Draft HRA 5 Years Capital Programme (2022/23 – 2026/27)

9.42 This represents the capital implications of the new draft HRA financial plan where the current pandemic has placed a strong emphasis on meeting the needs of homeless households while ensuring that the needs of the existing stock are met. It also focuses on the delivery of new homes, renewal of BWF estate, carbon reduction in existing stock, and fire safety of the entire stock.

9.43 The HRA MTFS is geared towards maximising the use of other available resources and use of borrowing as last resort, while maintaining a working balance of £20m. The MTFS capital programme funding assumes a mix of grant funding, S106 monies, revenue contribution and prudential borrowing. The total capital investment in 2022/23 is £397m, fully funded from revenue contribution, grants, RTB retained receipt, Major Repairs Reserve and borrowing.

Table 9.4 - Draft HRA 5 Year Capital Programme (2022/2 – 2026/27)

Housing Revenue Account (HRA)	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Investment & Financing	**2022-23**	**2023-24**	**2024-25**	**2025-26**	**2026-27**	**5 Years**
	£'000	£'000	£'000	£'000	£'000	**£'000**
Capital Investment						
Major Works (Haringey Standard)	44,967	57,049	60,024	61,425	62,742	**286,207**
Carbon Reduction Works (Affordable Energy)	6,265	6,242	6,367	6,495	6,624	**31,993**
Fire Safety Works	6,120	5,470	7,573	7,577	7,729	**34,469**
Broadwater Farm Works	17,156	11,653	22,394	15,458	1,127	**67,788**
Total Existing Stock Investment	**74,508**	**80,414**	**96,358**	**90,955**	**78,222**	**420,457**
New Homes Build Programme	177,150	219,668	123,152	31,627	18,335	**569,932**
New Homes Acquisitions	111,390	22,280	21,744	55,007	63,606	**274,027**
TA Acquisitions	34,216	34,558	34,904	35,951	37,030	**176,659**
Total Capital Investment	**397,264**	**356,920**	**276,158**	**213,540**	**197,193**	**1,441,075**
Capital Investment Financing						
Grants (GLA)	59,752	53,020	73,768	31,150	23,275	**240,965**
Major Repairs Reserve	20,955	21,915	23,365	24,816	25,684	**116,735**
Revenue Contributions	10,560	10,367	12,881	14,697	15,304	**63,809**
RTB Capital Receipts	11,231	11,344	11,458	11,781	12,034	**57,848**
Leaseholder Contributions to Major Works	6,679	9,548	10,144	8,198	7,180	**41,749**
S.106 Contributions	1,000	152	0	0	0	**1,152**
Market Sales Receipts	529	1,937	12,660	84,373	60,535	**160,034**
Borrowing	286,558	248,637	131,882	38,525	53,181	**758,783**
Total Capital Financing	**397,264**	**356,920**	**276,158**	**213,540**	**197,193**	**1,441,075**

Major Works – Haringey Standard

9.44 The major works investment standard has been designed to ensure that the Council maintains its statutory and legal duties and keeps homes safe and warm. It comprises internal, external and works to communal areas, including all items affecting decency.

Carbon Reduction Works

9.45 The budget provision would support extensive measures including internal and external solid wall insulation, loft and cavity wall insulation, and renewables e.g., installation of solar panels.

Fire Safety Works

9.46 The proposed £35m is to ensure that all housing stock continues to meet changing statutory requirements. The programme includes front entrance door replacements, window infill panel replacements, automatic Fire Detection (AFD) to street properties, automatic Fire detection and compartmentation works to timber clad buildings, Intrusive Fire Risk Assessments (FRA) and follow up works.

Broadwater Farm Works

9.47 This allocation of £68m is to address major safety and refurbishment works on the estate, including the demolition of three blocks, strengthening and refurbishment works of remaining blocks, a new Decentralised Energy System, upgrade to cold water supply, and redesign works for the entire estate. The cost

of replacement homes in Northolt, Tangmere and Stapleford North (Broadwater Farm) will be contained within the New Homes build budget.

New Homes Build and Acquisition

9.48 This Financial plan continues to provide to meet the Council's commitment to the delivery of high-quality Council homes at social rents. This is an integral part of the Council's core HRA business, with a delivery programme that is viable in the long term. The total estimated cost of new build homes and acquisition in the financial plan is £844m over the period of the MTFS.

Existing Homes Acquisitions – TA

9.49 The Council's TA acquisition programme is based on the purchase of homes and subsequent leasing to the Haringey Community Benefit Society ('the CBS') to provide housing to households in housing need nominated to it by Haringey Council. This scheme will generate adequate rental income to cover the cost of capital and associated cost. There is also a General Fund (GF) saving generated by the provision of homes to homeless households in the HRA via reduction in the use of privately-owned temporary accommodation in GF. This Financial plan has allocated £177m over the MTFS period for this scheme.

10. Dedicated Schools Budget (DSB)

10.1 Schools budgets are substantially funded from the ring-fenced Dedicated Schools Grant and two other funding streams (Pupil Premium and Post 16 Grant) which are, in effect, passported to schools. Spending must be consistent with the requirements of the prevailing schools and early years funding regulations. There are requirements for Schools Forum to act as a decision-making and/or a consultative role in determining budget levels for each year.

10.2 The financial position reported at Quarter 2 2021-22 sets out the forecast year end position. This highlights the budget pressures in the High Needs Block which is estimated to add an additional £6.9m to the existing deficit of £17.0m to give a forecast deficit of £23.9m by the end of 2021-22.

10.3 Table 10.1 below sets out Haringey's Dedicated Schools Grant allocations for 2020-21, the minimum rebased DSG baseline allocation for 2021-22 and the provisional National Funding Formula (NFF) allocation for 2022-23.

Table 10.1 Haringey's Dedicated Schools Grant Allocation

Gross Dedicated Schools Grant	2020-21 £m	2021-22 £m	2022-23 Provisional NFF £m
Schools Block	**200.15**	****212.17**	**214.99**
Central School Services Block	**2.95**	**2.91**	**2.84**

Early Years Block * **	**20.83**	**21.04**	**21.04**
High Needs Block	**40.99**	**45.52**	**49.47**
Total DSG	**264.92**	**279.67**	**288.34**

** The 2021-22 Schools Block includes £6.19m Teachers Pay and Pension grant rolled into the DSG and continues to be rolled into DSG for 2022-23
*** The Early Years Block allocation for 2021-22 has not yet been announced but is assumed to be at the same rate for 2022-23

10.4 Before 2021-22 the teachers pay and pension grants were paid as separate grants. This has now been rolled into the DSG and any teachers pay awards or pledges to increase the starting salary for newly qualified teachers will need to be met from the overall DSG grant.

10.5 Overall, Haringey's provisional NFF allocation for 2022-23 is an increase of 3.1% equivalent to £8.67m. This is based on the October 2020 pupil census numbers and the final allocation will be based on the October 2021 pupil census numbers. Bearing in mind the pupil numbers will change from year to year, the cash impact of this provisional funding by block is:

- Schools Block - uplift of 1.33% equivalent to £2.8m.
- Central School Services Block - has lost 2.5% equivalent to £0.07m.
- Early Years Block – Not applicable as the funding is to be announced.
- High Needs Block – uplift of 8.67% equivalent to £3.95m.

10.6 The actual financial position for the Dedicated Schools Grant is dependent on the final school's finance settlement for 2022-23, which is due in December 2021.

10.7 The Schools Forum will consider these figures at their December 2021 and January 2022 meetings.

10.8 The 2021 spending review (SR21) announced additional money for schools. This appears to be an increase of around 2% in real terms to the overall school system. Details are still to be released and it is unclear how much additional money will be available to schools once pay awards and increases in National Insurance Contributions are taken into account.

10.9 The DfE have consulted on the implementation of the hard National Funding Formula from 2023-24, which focuses on reforms to the School Block and Central School Services Block. The Council supports a funding system that continues to enable local discretion on the allocation of schools funding so that decisions being made are more responsive to the needs of schools.

DSG Reserves

10.10 As at Quarter 2, the DSG Reserves is expected to close with a cumulative deficit of £23.4m at the end of 2021-22. The pressure is in the High Needs Block (HNB) and is mainly due to the increase in the number of children with Education, Health and Care Plans (EHCPs) within the borough. The HNB

funding allocation has increased by over 8% in 2021-22 compared to 2020-21, however the increase in costs due to the increase EHCPs is greater than the funding available.

Table 10.2 2021-22 Year End DSG reserves forecast

Blocks	Opening DSG deficit at 01/04/2021 £m	Q2 2021-22 Forecast £m	Forecast closing DSG deficit 2021-22 £m
Schools Block	**0.00**	**0.00**	**0.00**
Central School Services Block	**0.08**	**0.00**	**0.08**
Early Years Block **	**-0.11**	**0.00**	**-0.11**
High Needs Block	**-16.99**	**-6.38**	**-23.37**
Total DSG	**-17.02**	**-6.38**	**-23.40**

** The Early Years Block has not yet been announced, however projected to be all passported to providers

10.11 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 Council is producing a DSG Management Plan which will be coproduced with various stakeholders, including School's Forum and shared with the DFE, which will detail the various actions to manage the DSG deficit. The plan is a live document which will continue to be shared periodically with the DFE.

11. Consultation & Scrutiny

11.1 The Council, as part of the process by which it sets its budget, seeks the views and opinions of residents and service users which is used to inform the final decision of the Council when setting the budget.

11.2 As such a formal consultation is being planned, the result of which is expected in January, and will be shared with Cabinet to enable them to consider and reflect any amendments in the final February report.

11.3 Statutory consultation with businesses will also take place during this period and any feedback will be considered and, where agreed, incorporated into the final February report. A detailed consultation plan is attached at Appendix 6.

11.4 Additionally, the Council's budget proposals will be subject to a rigorous scrutiny review process which will be undertaken by the Overview and Scrutiny Panels and Committee during December/January on a priority themed basis. The Overview and Scrutiny Committee will then meet in January 2022 to finalise its recommendations on the budget package. These will be reported to Cabinet for their consideration. Both the recommendations and Cabinet's

response will be included in the final Budget report recommended to Full Council in March 2022.

12. Statutory Officers comments

Finance

12.1 Ensuring the robustness of the Council's 2022/23 budget and its MTFS 2022/23 – 2026/27 is a key function for the Council's Section 151 Officer. This includes ensuring that the budget proposals are realistic and deliverable. As the MTFS report is primarily financial in its nature, comments of the Chief Financial Officer are essentially contained throughout the report.

12.2 The draft General Fund Budget 2022/23 requires a planned draw down from reserves of £5.9m in order to be balanced and this position will be reviewed in the February report.

12.3 The formal Section 151 Officer assessment of the robustness of the council's budget, including sufficiency of contingency and reserves to provide against future risks will be made as part of the final budget report to Council in March.

Procurement

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

Legal

12.5 The Head of Legal & Governance has been consulted in the preparation of this report, and makes the following comments.

12.6 The Local Authorities (Standing Orders) (England) (Regulations) 2001 and the Budget and Policy Framework Procedure Rules at Part 4 Section E of the Constitution, set out the process that must be followed when the Council sets its budget. It is for the Cabinet to approve the proposals and submit the same to the Full Council for adoption in order to set the budget. However, the setting of rents and service charges for Council properties is an Executive function to be determined by the Cabinet.

12.7 The Council must ensure that it has due regard to its public Sector Equalities Duty under the Equality Act 2010 in considering whether to adopt the recommendations set out in this report.

12.8 In noting at paragraph 7.11.2 of the report that no new budget reduction proposals are proposed for 2022/23, were that to change then the Cabinet will need to ensure that where necessary, consultation is carried out and equalities impact assessments are undertaken, and the outcomes of these exercises inform any final decisions on any proposals developed. In addition, the process set out in the Budget and Policy Framework Procedure Rules at Part 4 Section E of the Constitution will need to be followed in order to make In-year changes to the budget framework.

12.9 In view of the conclusion reached by the Director of Finance at paragraph 12.2 above on the ability to set a balanced budget for 2022/23, coupled with the

assurance provided at paragraph 7.13.1 above, and the Equalities comments below, there is no reason why Cabinet cannot adopt the Recommendations in this report.

Equality

12.1 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.

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

12.3 This report sets out details of the draft Budget for 2022/23 and MTFS to 2026/27, including budget adjustments and capital proposals.

12.4 The proposed decision is for Cabinet to note the budget proposals detailed and agree to commence consultation with residents, businesses, partners, staff and other groups on the 2022/23 Budget and MTFS. The decision is recommended in order to comply with the statutory requirement to set a balanced budget for 2022/23 and to ensure the Council's finances on a medium-term basis are secured through the four-year Medium-Term Financial Strategy.

12.5 The Council's priorities are underpinned by a focus on tackling inequality with the principles embedded within the Borough Plan equalities objectives. COVID-19 has served to widen existing inequalities with adverse impacts experienced by protected groups across a number of health and socioeconomic outcomes. The Council is committed to targeting its interventions to reduce inequality despite the financial constraints detailed in this report. This is evident through ongoing investment in policies that seek to improve outcomes for individuals with protected characteristics and / or vulnerable residents, such as the proposed over £6m in Children's, Adults and Temporary Accommodation and £0.6m for the Violence against Women and Girls agenda.

12.6 During the proposed consultation on Budget and MTFS proposals, there will be a focus on considering the implications of the proposals on individuals with protected characteristics, including any potential cumulative impact of these decisions. Responses to the consultation will inform the final package of savings proposals presented in February 2022.

13. Use of Appendices

Appendix 1 – Summary of Draft Revenue 2022/23 Budget and Medium Term Financial Plan 2022-2027

Appendix 2 – Summary of new Revenue budget growth proposals

Appendix 3 – Summary of total agreed Revenue budget reduction proposals 2022-2027
Appendix 4 – Draft General Fund Capital Programme 2022/23 – 2026/27
Appendix 5 – Summary of new proposed capital investment
Appendix 6 – Budget Consultation Plan

14. Local Government (Access to Information) Act 1985

2021/22 Qtr 1 and Qtr 2 Budget Reports
2021/22 Budget & MTFS 2021-2026

Appendix 1 - Summary of General Fund Revenue 2021/22 Budget and Medium Term Financial Plan 2026-2027

	2021/22 Budget	Movement	2022/23 Draft Budget	Movement	2023/24 Projected	Movement	2024/25 Projected	Movement	2025/26 Prolected	Movement	2026/27 Prolected
Priority Area	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**	**£'000**
Housing	16,102	837	16,939	(51)	16,888	(12)	16,876	(1)	16,875	0	16,875
People - Children	58,289	2,070	60,359	250	60,609	690	61,299	620	61,919	20	61,939
People - Adults	83,208	(1,044)	82,164	1,461	83,625	3,102	86,727	2,789	89,516	2,821	92,337
Place	23,999	(1,857)	22,142	1,427	23,569	(1,454)	22,115	(170)	21,945	0	21,945
Economy	6,166	988	7,154	(300)	6,854	(425)	6,429	(70)	6,359	(30)	6,329
Your Council	32,995	3,338	36,333	(881)	35,452	0	35,452	0	35,452	550	36,002
Non-Service Revenue	30,006	9,819	39,825	13,719	53,544	6,822	60,366	7,356	67,722	7,200	74,922
Further Savings to be Identified	0	(0)	(0)	(10,286)	(10,286)	(4,414)	(14,700)	(4,448)	(19,149)	(4,324)	(23,473)
Council Cash Limit	**250,765**	**14,151**	**264,916**	**5,339**	**270,255**	**4,309**	**274,564**	**6,076**	**280,639**	**6,237**	**286,876**
Planned Contributions form Reserves	(1,688)	(4,191)	(5,879)	1,758	(4,121)	4,121	0	0	0	0	0
Total General Fund Budget	**249,077**	**9,960**	**259,037**	**7,097**	**266,134**	**8,430**	**274,564**	**6,076**	**280,639**	**6,237**	**286,876**
Funding											
Council Tax	(110,302)	(7,582)	(117,884)	(5,668)	(123,552)	(5,636)	(129,187)	(3,887)	(133,074)	(4,005)	(137,079)
Council Tax Surplus	(1,950)	25	(1,925)	0	(1,925)	(250)	(2,175)	0	(2,175)	0	(2,175)
RSG	(22,115)	(3)	(22,118)	(442)	(22,561)	(451)	(23,012)	(460)	(23,472)	(469)	(23,941)
Top up Business Rates	(58,412)	(3,283)	(61,695)	(1,219)	(62,915)	(1,219)	(64,134)	(1,283)	(65,416)	(1,308)	(66,724)
Retained Business Rates	(22,137)	919	(21,218)	(424)	(21,642)	(649)	(22,291)	(446)	(22,737)	(455)	(23,192)
NNDR Growth	0	0	0	0	0	0	0	0	0	0	0
NNDR (Surplus)/Deficit	225	0	225	0	225	(225)	0	0	0	0	0
Total (Main Funding)	**(214,691)**	**(9,925)**	**(224,616)**	**(7,753)**	**(232,369)**	**(8,430)**	**(240,799)**	**(6,076)**	**(246,875)**	**(6,237)**	**(253,112)**
New Homes Bonus	(1,208)	552	(656)	656	(0)	0	(0)	0	(0)	0	(0)
Public Health	(20,353)	(0)	(20,353)	0	(20,353)	0	(20,353)	0	(20,353)	0	(20,353)
Other core grants	(12,825)	(586)	(13,411)	0	(13,411)	0	(13,411)	0	(13,411)	0	(13,411)
TOTAL (Core/Other External Grants)	**(34,386)**	**(35)**	**(34,421)**	**656**	**(33,765)**	**-**	**(33,765)**	**-**	**(33,765)**	**-**	**(33,765)**

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Description of Revenue Growth	Directorate	2022/23 (£000)	2023/24 (£000)	2024/25 (£000)	2025/26 (£000)	2026/27 (£000)	TOTAL (£000)
Adults social care - social care and commissioning/brokerage capacity COVID has significantly increased the complexity of client cases and consequently the workload of the service. As a consequence, both reviewing and prescribing care packages has become more difficult especially with new profile of clients. Increasing the capacity of the service will also act as an enabler for the delivery of MTFS savings.	Adults and Health	346	(42)				**304**
Adults Social Care - Care Purchasing budgets demographic, inflation and Covid legacy growth Since last years MTFS, care purchasing growth modelling has been revisited for the new MTFS period. This highlighted an additional £1,481K for 2022/23 (on top of the £2,496K growth already in the MTFS for 22/23). The total £3,977K forecast growth for 2022/23 is made up of: inflation , demographic growth and COVID related pressures. Growth projections for 2025/26 and 2026/27, not built into last year's MTFS, have now been added.	Adults and Health	1,481			2,789	2,821	**7,091**
Violence Against Women and Girls This investment is to provide a sufficient service offer to support women and girls with significant needs and risks to wellbeing which have grown during the pandemic. Without this investment we will risk escalation of domestic abuse and domestic homicide cases, with possible knock on effects on children requiring care and intensive social work support, as well as people needing re-housing. There will also be increased risk of domestic homicide and of young people impacted by abuse becoming involved in gangs and violence - as domestic abuse in the home is a significant risk factor for youth violence.	Adults and Health	582					**582**
Children's Social Care - placements growth Although the number of children in our care has reduced and is now stable, the service is seeing more complexity and acuity in children's needs. This means that more children need more costly placements. Residential placements costs have also risen from around £2,300 in 16/17 to around £3,818 in 20/21. Secure placement costs vary depending on where young people are being held and continue to be volatile. At the most complex end costs have gone from around £2K per week on average in 16/17 to around £5.5K per week.	Children	1,336					**1,336**

Description of Revenue Growth	Directorate	2022/23 (£000)	2023/24 (£000)	2024/25 (£000)	2025/26 (£000)	2026/27 (£000)	TOTAL (£000)
Children's Social Care rising case numbers leading to cost pressures across a number of services Case or activity numbers have risen across a number of Children's services compared to before the pandemic, including: -Child protection plans and children in need plans -SEND and rising EHCP Numbers -Increasing numbers of disabled children -Increasing demand for the Young Adults Service -Increased demand for the Haringey expanded free school meal provision These rising case numbers and demand levels place pressures across our children's service teams as there are capacity constraints on the numbers of cases that social workers, educational psychologists or other professionals are able to handle at any one time. The investment is required to ensure we are able to support vulnerable residents. It is likely too that the medium to longer term impacts of the pandemic such as unemployment, child poverty and family conflict and stress will continue to have an impact on the numbers of children needing our help and support.	Children	2,434	144	420	620	20	**3,638**
Brokerage and Quality Assurance for Children and Young People COVID has significantly increased the complexity and volume of cases presenting to children's services, and this has a knock on impact on the commissioning/brokerage functions which work with the service to support them. The investment will ensure the functions are best placed to secure effective and timely brokering of services, frequent review of service provision, and commissioning intervention to share and manage the market to meet the needs of children and young people whilst optimising the Council's resources.	Children	402					**402**
Running local elections This funding is to cover the estimated costs of running the Local Council Elections in 22/23 and 26/27 which are not funded via Government grant.	Customer, Transformation & Resources + Corporate	500	(500)			550	**550**
Back Office Statutory Functions sustainability A number of the budgets for the Council's key statutory support services do not currently reflect the current/required spend to adequately support and advise the organisation, including Legal, Finance, Procurement, Emergency Planning and Information Governance, to ensure they are equipped to best support and enable the organisation in coming years.	Customer, Transformation & Resources + Corporate	1272	(75)				**1,197**

Description of Revenue Growth	Directorate	2022/23 (£000)	2023/24 (£000)	2024/25 (£000)	2025/26 (£000)	2026/27 (£000)	TOTAL (£000)
Proactive Tree Maintenance The Council is responsible for the inspection and maintenance of 35,000 trees spread across streets, parks, housing estates and woodlands. Each of these trees requires inspection in leaf and out of leaf and has the potential to cause harm, to the public and property if not properly maintained. The growth will address rising costs and provide for the ongoing increase in maintenance resource estimated as required to maintain the tree stock.	Environment & Neighbourhood	500		(100)			**400**
Community Safety and Waste Service and Contract changes Changes in the waste contract and CCTV provision will create pressures in future years budgets which must be recognised in the MTFS	Environment & Neighbourhood	375	51				**426**
Highways Drainage Cleansing and maintenance The Highways Act 1980 places a duty on the Council to maintain the public highway. This includes highway drainage systems and road gullies. There are around 15,000 assets to be maintained. This additional funding will enable a more proactive, and cost effective approach to gully maintenance and repair, supporting the delivery of the Flood Water Management Strategy.	Environment & Neighbourhood	326					**326**
Council Landlord Functions Pressures This growth is to allow essential additional investment in Council properties and to deal with backlogs in maintenance/repairs.	Housing, Regeneration & Planning	580	(200)	(325)		(30)	**25**
Temporary Accommodation The legacy impact of the pandemic, coupled with changes to legislation and the introduction of Universal Credit have created pressure within the temporary accommodation budget. The Council's Housing Benefit subsidy offset payment has increased in recent years due to increasing numbers of individuals migrating to universal credit, and is forecast to create a financial pressure of £500k. The end of the eviction ban in July 2021 is driving additional demand for temporary accommodation as eviction proceedings have now resumed at the courts. It is anticipated that this could amount to 300 additional TA bookings this financial year at a projected cost of £380k. The new Domestic Abuse Act places new duties on the Council to provide TA to affected households and is anticipated to generate an additional 100 TA placements this financial year at a cost of £125k and at least twice that number next financial year an beyond at a cost of at least £250k.	Housing, Regeneration & Planning	1,130					**1,130**

Description of Revenue Growth	Directorate	2022/23 (£000)	2023/24 (£000)	2024/25 (£000)	2025/26 (£000)	2026/27 (£000)	TOTAL (£000)
Planning Policy and production of the Local Plan This proposal will provide one-off funding to enable the Council to meet it's statutory duties in relation to the production of the Local Plan and emergency planning and provides a small on-going budget for the Planning team in order for them to comply with other statutory requirements associated with planning policy.	Housing, Regeneration & Planning	285	(185)	(50)			**50**
Residents & Communities Engagement and Participation The pandemic emphasised the importance of residents & communities engagement and participation. This investment will enable us to further develop their involvement in local decision making, shaping the services they use and be part of co-producing the borough of the future.	Customer, Transformation & Resources + Corporate	100					**100**
Environment/climate investment The Council is investing in the public realm and playing our part in tackling the climate emergency, and will invest our resources strategically in these areas.	Environment & Neighbourhood	200					**200**
		11,849	**(807)**	**(55)**	**3,409**	**3,361**	**17,757**

APPENDIX 3 - AGREED REVENUE SAVINGS 2022 - 2026

Total					
Priority	2022/23	2023/24	2024/25	2025/26	Total Savings
	£000	£000	£000	£000	£000
Housing	340	51	12	1	404
People - Adults	4,161	535	-	-	4,696
People - Children	1,679	130	230	0	2,039
Place	2,649	(1,370)	1,360	170	2,809
Economy	100	100	100	70	370
Your Council	751	6	-	-	757
Total Savings - Priorities	**9,680**	**(548)**	**1,702**	**241**	**11,075**
Cross-Cutting Proposals	2,250				2,250
Total Savings	**11,930**	**(548)**	**1,702**	**241**	**13,325**

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APPENDIX 4: 2022/23 - 26/27 DRAFT CAPITAL PROGRAMME

Key for Source of Funding	
H	Haringey Borrowing
S	Self-Financing
E	External

			2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2026/27 Budget	2022/23 - 26/27 Total	Source of Funding
SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION	£,000	£,000	£,000	£,000	£,000	£,000	
101	Primary Sch - repairs & maintenance	A range of repairs to various schools covering boiler replacement, rewiring and other items.	5,700	5,000	5,000	5,000	1,000	**21,700**	**H & E**
102	Primary Sch - mod & enhance (Inc SEN)	A range of larger, substantial repairs to schools such as re roofing works, new windows, and major fabric replacement	15,452	13,480	11,000	4,000	0	**43,932**	**H & E**
110	Devolved Sch Capital	This is passed 100% to schools	531	531	531	531	531	**2,655**	**E**
114	Secondary Sch - mod & enhance (Inc SEN)	A range of larger, substantial repairs to schools such as re roofing works, new windows, and major fabric replacement	270	270	270	270	0	**1,078**	**H**
121	Pendarren House	Works to the facility to bring it to a high standard of repair	2,243	2,913	70	0	0	**5,226**	**H**
122	Alternative Provision Strategy	To fund capital works that increase the number of AP places in the borough	600	1,800	4,800	4,500	300	**12,000**	**H**
124	In-Borough Residential Care Facility	The Council has a significant need to accommodate looked after children. Currently the need is met through out of borough placements which are expensive and can involve extended travel. The aim of this project is to provide these services in borough thus reducing cost, improving quality and reducing travel.	500	2,700	3,000	0	0	**6,200**	**S**
199	P1 Other (inc Con't & Social care)	This is a small programme contingency budget.	125	0	0	0	0	**125**	**H**
People - Children's			**25,421**	**26,694**	**24,671**	**14,301**	**1,831**	**92,916**	
201	Aids, Adap's & Assistive Tech - Home Owners (DFG)	Grant funded programme of aids and adaptations to enable people to remain in their home	2,193	2,193	2,193	2,200	2,200	**10,979**	**E**
208	Supported Living Schemes	Funding to convert property to supported living schemes reducing high cost placements with no loss of quality of service	4,500	3,000	3,000	0	0	**10,500**	**S**

SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION	2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2026/27 Budget	2022/23 - 26/27 Total	Source of Funding
			£,000	£,000	£,000	£,000	£,000	£,000	
209	Assistive Technology	The funding for AT will provide a greater range of Assistive Technology interventions that will enable individuals to live independently and safely for longer in their own homes, as well as greater opportunity for improved outcomes through better information and proactive intervention.	500	0	0	0	0	**500**	**S**
211	Community Alarm Service	This is the funding for the capital element of the service	177	177	177	177	177	**885**	**H**
213	Canning Crescent Assisted Living	This project is to provide a number of assisted living places	100	0	0	0	0	**100**	**S**
214	Osborne Grove Nursing Home	The scheme is in development to provide a 70 bed nursing home.	6,036	34,504	2,545	1,094	0	**44,180**	**S**
217	Burgoyne Road (Refuge Adaptations)	This project is to provide a new women's refuge	2,250	0	0	0	0	**2,250**	**E & S**
218	Social Emotional & Mental Health Provision	This budget is to provide funding to provide additional in borough provision	600	600	600	0	0	**1,800**	**E & S & H**
221	Mosaic System Implementation	This budget is to provide funding for the implementation of a new social care system	1,600	0	0	0	0	**1,600**	**H**
People - Adults			**17,956**	**40,474**	**8,515**	**3,471**	**2,377**	**72,794**	
119	School Streets	The funding is to support the roll out of the schools streets initiative	600	600	600	0	0	**1,800**	**E**
301	Street Lighting	This is the annual investment in capital maintenance	1,300	1,300	1,300	1,300	1,539	**6,739**	**H**
302	Borough Roads	This is the annual investment in capital maintenance	8,754	10,029	10,909	10,909	7,858	**48,459**	**H & E**
304	Flood Water Management	This is the annual investment in capital maintenance	680	710	0	0	0	**1,390**	**H**
305	Borough Parking Plan	This funding underpins the borough parking plan	321	321	321	321	0	**1,284**	**H**
307	CCTV	This funding underpins the borough CCTV plan	1,000	550	0	0	0	**1,550**	**H**
309	Local Implementation Plan(LIP)	This funding is provided by TfL for infrastructure works called the Local Implementation Plan (LIP)	1,000	1,000	1,000	1,000	1,000	**5,000**	**E**
310	Developer S106 / S278	This funding is provided by developers to offset the deleterious effect of their development so that it is acceptable in planning terms	250	250	250	250	250	**1,250**	**E**

SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION	2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2026/27 Budget	2022/23 - 26/27 Total	Source of Funding
			£,000	£,000	£,000	£,000	£,000	£,000	
311	Parks Asset Management:	This is the annual investment in capital maintenance	1,716	775	300	300	300	**3,391**	**H**
313	Active Life in Parks:	This is the annual investment in capital maintenance	699	230	230	230	230	**1,619**	**H & E**
314	Parkland Walk Bridges	Investment in the refurbishment of a number of bridges	1,615	2,085	2,000	2,000	2,000	**9,700**	**H**
322	Finsbury Park	This budget is to cover investment in Finsbury Park funded through the events income	600	600	1,000	0	0	**2,200**	**S**
325	Parks Vehicles	This budget is to be used for the procurement of energy efficient park vehicles. It is self-funding and is aimed to reduce carbon emissions.	720	0	0	0	0	**720**	**S**
328	Street & Greenspace Greening Programme	This is an annual programme of investment in street & greenspace tree planting programme. The programme is used to match fund other external funds and sponsorship opportunities to deliver circa 200-250 trees per year. The current programme is much greater than this due to a large grant from the Urban Tree Challenge Fund and NCIL funding in four wards.	175	175	175	75	75	**675**	**S & H**
329	Park Building Carbon Reduction and Improvement Programme	A four year programme to improve the quality of the parks operational estate (13 buildings) including reducing the energy consumption and water usage by installing new technologies to reduce the carbon emissions to Zero in line with the Climate Action Plan targets for 2027.	1,300	1,050	0	0	0	**2,350**	**S**
333	Waste Management	To upgrade waste infrastructure in the public realm	296	0	0	0	0	**296**	**H**
336	New River Acquisition	This scheme is to improve the street environment within Haringey.	420	420	533	533	533	**2,439**	**S**
337	OFM Assets	This scheme's budget is largely to replace the vehicles currently hired from Veolia with Council owned vehicles. Whilst about 17% of the total budget is for the acquisition of OFM security body cameras and radios.	36	200	0	0	6	**242**	**H**

SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION	2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2026/27 Budget	2022/23 - 26/27 Total	Source of Funding
			£,000	£,000	£,000	£,000	£,000	£,000	
338	Road Casualty Reduction	Haringey Council is committed to improving road safety for all users and, in particular, to provide improved conditions for vulnerable road users, cyclists and pedestrians in the Borough. The Council is producing a Road Safety Strategy and Action Plan (RSSAP) to support Vision Zero. The RSSAP will assist in prioritising future infrastructure investment (e.g. locations of new crossings etc) that require an improved facility or safety measures, and make improvements to walking and cycling routes and facilities within the Borough.	1,600	1,600	1,600	1,600	1,600	**8,000**	**H & E**
339	Wildflower Meadow Planting	The Council is developing a new Biodiversity Action Plan (BAP) as part of its Parks and Greenspaces Strategy, a key plank of the BAP will be the diversification of the landscape within Haringey to support a greater range of species and habitats. This proposal seeks to support the establishment of a wide range of meadow habitats at different scales.	80	80	0	0	0	**160**	**E**
444	Marsh Lane	The scheme is to provide a new depot on Marsh Lane, to be completed by November 2021	266	0	0	0	0	**266**	**H**
447	Alexandra Palace - Maintenance	The funding is made up of a regular £470k capital maintenance budget for the upkeep of the palace. In addition there are two projects underway	470	470	470	470	470	**2,350**	**H**
621	Libraries IT and Buildings upgrade	This is a programme of upgrades to the libraries in the borough	46	0	0	0	0	**46**	**H**
623	Wood Green Library	The funding is to undertake upgrades to Wood Green library	1,000	0	0	0	0	**1,000**	**H**
652	Libraries - Re-imaging our Libraries offer for a better future	This is a self funding budget to drive greater use in the libraries	650	0	0	0	0	**650**	**S**
Place - Safe & Sustainable Places			**25,594**	**22,445**	**20,688**	**18,988**	**15,861**	**103,576**	
401	Tottenham Hale Green Space	This budget is to deliver improvements to Down Lane Park and the Paddock green spaces	4,406	2,055	4,849	0	0	**11,309**	**H & E**

SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION	2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2026/27 Budget	2022/23 - 26/27 Total	Source of Funding
			£,000	£,000	£,000	£,000	£,000	£,000	
402	Tottenham Hale Streets	This budget is to deliver public realm improvements in Tottenham Hale	9,143	800	1,319	0	0	**11,261**	**H & E**
4003	Tottenham Hale Housing Zone Funding	This budget funded by GLA is to invest in public realm within the Tottenham Hale Housing Zone	10,989	0	3,203	0	0	**14,192**	**E**
404	Good Economy Recovery plan	This scheme is to provide interventions in high streets, to promote economic activities.	500	100	0	0	0	**600**	**H & E**
411	Tottenham Heritage Action Zone (HAZ)	This budget funded by Historic England is to deliver shop front improvements, heritage restoration and public realm improvements within Bruce Grove Conservation Area	2,000	1,200	0	0	0	**3,200**	**E & H**
421	HRW Acquisition	The budget is for the acquisition of properties as part of the HRW redevelopment. The costs will be met by the developer.	3,940	6,830	6,000	4,600	0	**21,370**	**E**
429	Site Acq (Tott & Wood Green)	The budget is to provide the capacity to respond to opportunities to acquire properties. The spending of the budget is subject to a business case.	14,000	10,000	12,000	0	0	**36,000**	**S**
453	New workspace scheme at Stoneleigh Road car park	This budget is for the provision of mixed use workspace and housing. This budget is for the workspace element	1,000	0	0	0	0	**1,000**	**S**
458	SIP - Northumberland PK BB & WorkSpace/Biz Support	This is a grant funded project to deliver broadband and Workspace/business support.	1,490	0	0	0	0	**1,490**	**E**
464	Bruce Castle	The funding it to match fund eternal funding (should there be any) and spend is subject to a successful business case	6,000	8,500	5,000	0	0	**19,500**	**S**
465	District Energy Network (DEN)	The funding is to support the creation of a decentralised energy network and is subject to a successful business case	6,500	3,500	1,771	0	0	**11,771**	**S & E**
470	Wood Green Library & Customer Service Centre	This budget is for the development of the WG headquarters and associated works	6,400	7,000	6,000	0	0	**19,400**	**S**
473	Enterprising Tottenham High Road (ETHR)	This budget funded by GLA is to invest in workspace in Bruce Grove	451	0	0	0	0	**451**	**H**
474	Tottenham High Road Strategy	The budget is the LBH contribution to support delivery of projects within Tottenham High Road strategy area	587	0	0	0	0	**587**	**H**
480	Wood Green Regen (2)	This budget is to facilitate the wider regeneration of the WG area.	8,000	7,750	8,664	7,627	0	**32,040**	**H & E**
481	Strategic Investment Pot	This is funding provided the Corporation of London for economic development purposes	1,950	0	0	0	0	**1,950**	**E**

SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION	2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2026/27 Budget	2022/23 - 26/27 Total	Source of Funding
			£,000	£,000	£,000	£,000	£,000	£,000	
482	Strategic Property	This is funding for works to the commercial portfolio	254	3	0	0	0	**257**	**H**
488	Liveable Seven Sisters (LSS)	This budget is to deliver public realm and parks improvements in Seven Sisters	2,250	1,019	0	0	0	**3,269**	**H & S**
493	Bruce Grove Yards (BGY)	This budget is to deliver public realm improvements in Bruce grove	1,670	218	0	0	0	**1,888**	**H**
4002	Northumberland Park estate area public realm	This funding is to improve the public realm in this area	500	0	0	0	0	**500**	**E**
4005	SME Workspace Intensification	The funding is to intensify use of the Council's industrial estate and spend is subject to a successful business case	3,500	4,000	0	0	0	**7,500**	**S**
4006	Acquisition of head leases	The funding is to acquire headleases and any acquisition will be subject to a successful business case	12,000	13,000	0	0	0	**25,000**	**S**
4007	Tottenham Hale Decentralised Energy Network (DEN)	The funding is to support the creation of a decentralised energy network and is subject to a successful business case	3,129	5,000	7,000	7,500	0	**22,629**	**E & S**
4008	Wood Green Decentralised Energy Network (DEN)	The funding is to support the creation of a decentralised energy network and is subject to a successful business case	2,529	2,500	7,500	7,500	0	**20,029**	**E & S**
4009	Additional Carbon Reduction Project	This budget is to assist other capital schemes to become more carbon efficient and it is self-funded.	3,000	3,000	3,000	4,000	0	**13,000**	**S**
4010	Selby Urban Village Project	The funding is to support the redevelopment of the Selby Centre and associated works	25,000	25,000	15,000	21,416	0	**86,416**	**E & S**
4993	Pride in the High Road (PITHR)	This budget is to deliver placemaking / identity projects along Tottenham High Road	432	0	0	0	0	**432**	**H**
Economy - Growth & Employment			**131,619**	**101,474**	**81,306**	**52,643**	**0**	**367,042**	
509	CPO - Empty Homes	The budget is to allow the Council to undertake CPO on properties should it be required	1,000	1,000	0	0	0	**2,000**	**S**
Housing (GF) Homes & Communities			**1,000**	**1,000**	**0**	**0**	**0**	**2,000**	
316	Asset Management of Council Buildings	This scheme funds works to the council's operational buildings.	9,031	4,381	5,500	6,100	2,000	**27,012**	**H**
330	Civic Centre Works	This scheme is for the Civic centre refurbishment works	14,500	13,500	14,000	3,750	500	**46,250**	**H & S**
602	Corporate IT Board	This budget is funding IT development to support the new ways of working	3,650	2,000	500	0	0	**6,150**	**H**
604	Continuous Improvement	This budget delivers upgrade to the council's IT infrastructure.	950	950	950	950	950	**4,750**	**H**

SCHEME REF	SCHEME NAME	BRIEF DESCRIPTION	2022/23 Budget	2023/24 Budget	2024/25 Budget	2025/26 Budget	2026/27 Budget	2022/23 - 26/27 Total	Source of Funding
			£,000	£,000	£,000	£,000	£,000	£,000	
607	Financial Management System Replacement	The budget is to fund upgrades to the existing SAP system to enhance functionality	650	0	0	0	0	**650**	**S**
653	Capital Support for IT Projects	This budget provides IT support to other schemes in the programme and it's self-funding.	450	450	450	450	0	**1,800**	**S**
655	Relocation of Data Centre	This bid allows for the move of the data centre from River Park House. This work includes capital project resource costs, wi-fi-installation, comms line moves, data centre creation, generator moves, air conditioner moves or purchase, AV systems and possible other software solutions.	1,500	1,000	1,500	500	0	**4,500**	**H**
699	P6 - Approved Capital Programme Contingency	This is the approved capital programme contingency.	1,000	0	0	0	0	**1,000**	**H**
Your Council			**31,731**	**22,281**	**22,900**	**11,750**	**3,450**	**92,112**	
TOTAL GF CAPITAL PROGRAMME			**233,320**	**214,368**	**158,079**	**101,153**	**23,519**	**730,439**	

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New Capital for 20222/23 MTFS Programme

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
Creation of in borough residential care facility The Council has a significant need to accommodate looked after children. Currently the need is met through out of borough placements which are expensive and can involve extended travel. The aim of this project is to provide these services in borough thus reducing cost, improving quality and reducing travel. This will be achieved through the conversion of existing Council properties and/or property acquisition in borough. At this stage it is not possible to identify individual properties. This scheme is funded by Council borrowing but the scheme is included in the capital programme on the basis that it will be self-funding through the savings achieved after paying back the cost of financing the investment.	Children's	500	2,700	3,000	0	0	**6,200**		Self-Financing
Parks Asset Management As part of the preparation of the new Parks and Greenspaces Strategy, a Parks Asset Management Plan has been developed. The condition of all current assets and remaining life span have been inspected and assessed. A replacement cycle and cost per item has been established and the annualised cost established across the whole park estate. The current allocation of £300,000 is only sufficient to attend to the most immediate health and safety issues and critical improvements to infrastructure. The preparation of the Parks Asset Management Plan has identified that to complete an adequate programme of replacement each year requires an uplift in the budget of £941,000 per annum. This bid allows for one year of investment and is funded by Council borrowing.	Environment & Neighbourhood	941	0	0	0	0	**941**	**52**	LBH Borrowing

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
Active Life in Parks As part of the preparation of the new Parks and Greenspaces Strategy, a Parks Asset Management Plan has been developed. In addition, the Sport and Physical Activity Strategy identifies the sporting, play and outdoor fitness priorities for the borough. The condition of all current assets and remaining life span have been inspected and assessed. A replacement cycle and cost per item has been established and the annualised cost established across the whole of the sporting, play and fitness resources within parks. This bid allows for one year of investment and is funded by Council borrowing.	Environment & Neighbourhood	469	0	0	0	0	**469**	**26**	LBH Borrowing
Buildings and site facilities at New River Sports and Fitness The New River site brings with it a need to maintain and improve the buildings and sporting facilities on site so that they remain safe, operational and fit for purpose for paying customers. The 9th March 2021 Cabinet report included a separate annex D covering the lifecycle costs over 15 years. That report identified an average investment of £336k pa. However, the investment requirements are front loaded with investments of £420k year 1 and 2 and £533k years 3-5. A review of the whole service is expected in year 3 of operation 2024/25. This review will be supported by a full site building review and future investment needs. This scheme is funded by Council borrowing but the scheme is included in the capital programme on the basis that it will be self-funding through the additional income achieved after paying back the cost of financing the investment.	Environment & Neighbourhood	420	420	533	533	533	**2,439**		Self-Financing
OFM Security - Body Cameras and Radios This bid is for the purchase of body cameras and radios for staff engaged in security works at various public sites to enhance safety. The radios will provided to a wider range of staff to enhance their productivity. This bid allows year one investment and a year five investment and is funded by Council borrowing.	Environment & Neighbourhood	36	0	0	0	6	**42**	**2**	LBH Borrowing

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
Parks Leased Buildings - Legal requirement to meet minimum of EPC Grade E by April 2023 This scheme is to supplement an existing scheme to bring the Parks Operational buildings to a compliant position for the 1st April 2023. This bid is funded by Council borrowing.	Environment & Neighbourhood	500	250	0	0	0	**750**	**41**	LBH Borrowing
OFM – Vehicles This scheme is to replace the vehicles currently hired from Veolia with Council owned vehicles. This bid is funded by Council borrowing.	Environment & Neighbourhood	0	200	0	0	0	**200**	**11**	LBH Borrowing
Parkland Walk footbridge replacement work Parkland Walk is London longest linear nature reserve and is held up by, or goes under seven bridges managed by the Parks Service. Many of the bridge structures have been in place for over 140 years and require major refurbishment or replacement. The current programme (£3.6m) covers works to three bridges and investigation and monitoring of a fourth bridge. Refurbishment works have commenced on site on two bridges and the third bridge which is being replaced will be submitted for planning permission in September with works taking place in 2022/23. It is anticipated that to complete the refurbishment / replacement of the four remaining bridges and to resurface the whole length of the walk (4km) a further £10m will be required over five years to complete the works (the fifth year of which being outside of this MTFS period). The works are required to prevent the collapse / failure of the bridge structures and ensure that the public can continue to enjoy all the benefits of Parkland Walk. This bid is funded by borrowing.	Environment & Neighbourhood	0	2,000	2,000	2,000	2,000	**8,000**	**440**	LBH Borrowing
Street lighting maintenance This bid is for additional resource in 2026/27 to supplement the existing programme. This bid is funded by Council borrowing.	Environment & Neighbourhood	0	0	0	0	239	**239**	**13**	LBH Borrowing

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
Upgrade Parks lighting This scheme brings investment into the street lighting in parks and will integrate it with the Council's street lighting system. The scheme includes the conversion to LED lighting, the installation of central management system (CMS) nodes and the replacement of life-expired lighting columns (2/3rds of all columns). The return on investment for LEDs is 7-9 years, for CMS is 10-11 years and column replacement improves health and safety. This bid is funded by Council borrowing.	Environment & Neighbourhood	475	475	0	0	0	**950**	**52**	LBH Borrowing
Tree planting - Street & Greenspace Greening Programme The current capital scheme of £100k per annum allows the planting of circa 180 new street trees per annum. In an average year the council currently fells around 300 trees that are dead, diseased, dying or implicated in damaging structures. The increase in funding will allow the council to directly ensure that it at least maintains a net neutral position in terms of its tree stock. Additional, sponsorship by residents of street trees and celebration trees, external grants and Neighbourhood CIL will continue to be applied for to increase the level of tree planting to a net positive position each year. This bid is funded by Council borrowing.	Environment & Neighbourhood	75	75	75	75	75	**375**	**21**	LBH Borrowing
Waste - Street Washing-Cleansing equipment Initial work has identified efficiencies can be achieved through increased mechanised cleansing of high roads but will need the support of smaller Tenax MaxWind push-along electric sweeper units or equivalent (£16k per unit, up to six required) to achieve an overall reduction in manual cleansing resource for MTFS mechical cleansing and THFC full cost recovery savings. This bid is funded by Council borrowing.	Environment & Neighbourhood	96	0	0	0	0	**96**	**5**	LBH Borrowing

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
"Out of the Box" outreach services This is a joint application by the Haringey Library Service and the Haringey Adult Learning Service (HALS) to procure 3 mobile digital units that can be used as pop up digital inclusion facilities in libraries, and provide digital outreach in venues including residential settings (adults and children's), youth and community centres and one off local events. Although each digital inclusion programme will be co-designed with external partners, the Library Service and HALS envisage the digital inclusion activity focusing on helping participants access local services, secure advice (on matters ranging from employment to debt, fuel poverty or domestic violence), manage shopping and finances, upgrade their work-related digital skills through formal training, become more active citizens, stay connected to their families and communities, inform local placemaking activity and stay safe online through building media/information literacy. This bid is funded by Council borrowing.	Housing Regen and Planning	46	0	0	0	0	**46**	**3**	LBH Borrowing
Highways Asset Maintenance Programme Local authorities are legally obliged to maintain their respective highways, providing safe and expedient movement to, from and around their networks. Decisions on the way the Council manages its highways have economic, social, and environmental impacts and need to be made carefully. For example, for every £1 invested in highway maintenance, the Department for Transport considers a minimum net local economic benefit yield of £4. Recent condition surveys have indicated there is a need for investment in the borough's highway assets. This bid is funded by Council borrowing for the first year (2022/23). Thereafter it has been assumed that there will be grant funding available to undertake the work.	Environment & Neighbourhood	3,985	3,985	3,985	3,985	3,985	**19,925**	**219**	LBH Borrowing & External Grant
Web And Self Service Projects The Council needs to invest in new self-service capabilities that provide for seamless modern interfaces from our web offer. We need to consolidate to work towards a single view of our customers. The investment will enable more efficient ways of working and improve the availability and quality of online services. It will also look to identify where any cost efficiencies can be realised or redeployed. This bid is funded by Council borrowing.	Customers Transformation and Resources	1,000	750	0	0	0	**1,750**	**96**	LBH Borrowing

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
Automation Solutions This bid is for funding to trial and implement impactful automation solutions for the Council and provide new solutions using a set of standardised automation platforms for our customers and businesses. This bid is funded by Council borrowing.	Customers Transformation and Resources	250	250	0	0	0	**500**	**28**	LBH Borrowing
EDM (Enterprise Data Management) Project This scheme will provide resourcing for data management projects in order to ensure Council processes remain efficient and the organisation is able to make the best use of its data to inform service management and decision making. This project includes resourcing the new procurement system required, due to legislative changes. This bid is funded by Council borrowing.	Customers Transformation and Resources	1,000	1,000	500	0	0	**2,500**	**138**	LBH Borrowing
Data Centre and New Civic Centre This bid allows for the move of the data centre from River Park House. This work includes capital project resource costs, wi-fi-installation, comms line moves, data centre creation, generator moves, air conditioner moves or purchase, AV systems and possible other software solutions. This bid is funded by Council borrowing.	Customers Transformation and Resources	1,500	1,000	1,500	500	0	**4,500**	**248**	LBH Borrowing
Asset Management of Council Buildings This bid is for ongoing investment in the Councils built assets held in the corporate / operational estate. This includes the repair, refurbishment or replacement of fixed assets including M&E, and building fabric, to ensure the buildings remaining in an operationally acceptable state and support the Council's accommodation strategy and the Council's service delivery buildings. It may also include minor works to deliver improvements, alterations and funding for essential safety & compliance works. This bid is funded by Council borrowing.	Housing Regen and Planning	4,700	3,000	1,500	2,100	2,000	**13,300**	**732**	LBH Borrowing

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
Civic Centre Annex The estimated cost of the overall Civic Centre & Civic Centre Annex project is currently estimated at £54m. There is currently £24m within the approved GF capital programme. This bid is to ensure that there is sufficient budget provision to complete the project. This scheme is funded by Council borrowing but the scheme is included in the capital programme on the basis that it will be self-funding through the savings achieved after paying back the cost of financing the investment.	Housing Regen and Planning	9,000	9,000	9,000	2,500	500	**30,000**		Self-Financing
Road Casualty Reduction Haringey Council is committed to improving road safety for all users and, in particular, to provide improved conditions for vulnerable road users, cyclists and pedestrians in the Borough. The Council is producing a Road Safety Strategy and Action Plan (RSSAP) to support Vision Zero. The RSSAP will assist in prioritising future infrastructure investment (e.g. locations of new crossings etc) that require an improved facility or safety measures, and make improvements to walking and cycling routes and facilities within the Borough. The RSSAP will include accident and casualty data analysis to devise a ranking system to identify the locations and priority order for future road accident reduction engineering projects and associated infrastructure spend. This bid is funded by Council borrowing for the first year (2022/23). Thereafter it has been assumed that there will be grant funding available to undertake the work.	Environment & Neighbourhood	1,600	1,600	1,600	1,600	1,600	**8,000**	**88**	LBH Borrowing & External Grant
Wildflower Meadow Planting The Council is developing a new Biodiversity Action Plan (BAP) as part of its Parks and Greenspaces Strategy, a key plank of the BAP will be the diversification of the landscape within Haringey to support a greater range of species and habitats. This proposal seeks to support the establishment of a wide range of meadow habitats at different scales. There is significant opportunity for community involvement in the establishment and management of meadows. This is a 2 year pilot - of a proposed 5 year programme following outcome of pilot. This bid is funded by Council borrowing.	Environment & Neighbourhood	80	80	0	0	0	**160**	**9**	LBH Borrowing

Description of Capital Bids	Directorate Area	2022/23 (£'000)	2023/24 (£'000)	2024/25 (£'000)	2025/26 (£'000)	2026/27 (£'000)	Total (£'000)	Indicative annual Revenue Cost of Borrowing £000	Funding Source (LBH Borrowing, External, Self Financing, TBC)
Capital Programme Contingency This proposal is for the creation of capital contingency in the capital programme to assist in managing any unforeseen variations. This bid is funded by Council borrowing.	Customers Transformation and Resources	1,000	0	0	0	0	**1,000**	**55**	LBH Borrowing
		27,673	**26,785**	**23,693**	**13,293**	**10,938**	**102,382**	**2,277**	

Engagement & Consultation Plan

BUDGET CONSULTATION 2022/23

APPENDIX 6

Contents

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Statutory Consultation

The plan for the statutory consultation on the 2022/23 draft Budget and Medium Term Financial Strategy (MTFS) for 2022/23-2026/27 is aligned to the Council's priorities.

The council consults local people and businesses on its budget proposals every year before they are approved at Full Council in February.

The process starts with the publication of the December budget report and will end in time for the consultation results to inform the February report. As such, the consultation will begin on **8th December 2021** and will end on **12th January 2022**.

A budget booklet will outline our current financial position, our long-term financial strategy, and budget proposals for 2022 and beyond, linked to the council's priorities, and previous findings from engagement with residents.

Proposed Activity for Statutory Consultation

During this consultation exercise, as part of our public sector duty, we will be assessing feedback with a focus on the perceived implications of the proposals for groups with protected characteristics, including any potential cumulative impact of these decisions.

Consultation Materials	• *Budget booklet – print and online. Printed version will be available at local libraries and upon request* • *Videos for our website and for social media*
Questionnaire	• *Accompanying questionnaire – print and online* • *Questionnaire will seek general views on the budget proposals*
Publicity and press	*We will publicise the consultation and promote participation through:* • *Press release* • *Haringey People* • *Haringey People Extra (4000 subscribers)* • *Social media platforms – Twitter and Facebook* • *In Haringey (newsletter for internal staff; will be aimed at those staff who are residents)* • *Feature on external website carousel on homepage* • *Out Of Home (OOH) advertising*
Dedicated webpage	• *Consultation booklet* • *Online questionnaire* • *Homepage feature on our external site* • *Section alerts across related webpages* • *A link to the page will also feature on the council's main consultation page*
Email consultation	*Consultation will be sent directly to key stakeholders:* • *Resident groups* • *Traders / business alliances* • *Partners* • *VCS Groups*

Citizens' Panel	We will use the Citizens' Panel to increase awareness and build collaboration on the delivery of this consultation. The Citizens' Panel includes over 1000 local residents and we will leverage this to increase responses to the consultation.
People registered to My Account	We will send the link to the online consultation direct to those residents who have a My Account and have agreed to receive information from the council. Again to build awareness and increase response rates – My Account currently has over 4000 residents agreed to receive further information.
Businesses	Our consultation with businesses will be done through business-specific questionnaires and/or surveys. These will be publicised through the Business Bulletin. There is also the opportunity to utilise the business breakfast if appropriate.
VCS and communities	Disseminating the consultation collateral, and any other links, to specific groups through group-specific publications including translating materials where needed. Also liaising with the Bridge Renewal Trust to send through their channels.
Accessibility	All documents and questionnaires will be provided in alternative formats (I,e, large fonts, audio files etc) as well as an explanation of what the document (provided in key community languages) along with an offer it to be translated. The main webpage will also be suitable for Google Translate to convert into the user's chosen language.

Who will we engage with?

- Residents
- Businesses (through our business breakfast and bulletin)
- Partners including VCS groups (via disseminating our consultation material)

Report for: Cabinet: 7th December 2021

Title: Decentralised Energy Network Project: Approval of Outline Business Case for Tottenham Hale and Wood Green

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

Lead Officer: Rob Krzyszowski, Assistant Director Planning, Building Standards & Sustainability
Joe Baker, Head of Carbon Management
Tim Starley-Grainger, Energy Infrastructure Manager, x1180
tim.starley-grainger@haringey.gov.uk.

Ward(s) affected: Noel Park, Woodside, Northumberland Park, Bruce Grove, Tottenham Hale, Bounds Green, West Green, Tottenham Green, Hornsey, Alexandra,

Report for Key/ Non-Key Decision: Key decision

1 Describe the issue under consideration

1.1 The Council has made a major commitment to low carbon growth in housing and employment through the Borough Plan, with significant regeneration and place-making to be delivered at Tottenham Hale and Wood Green. The delivery of a Decentralised Energy Network (DEN) will deliver this and is a requirement set out in the National Planning Policy Framework (NPPF), London Plan and the Local Plan on all major development sites. DENs can deliver energy in a more efficient, lower carbon manner and provide a good heat energy service to residents.

1.2 The development and expansion of the DENs in Tottenham Hale and Wood Green are key to the commitments in the adopted Climate Change Action Plan (CCAP March 2021) following the Council declaring a Climate Emergency in March 2019. The DEN project is the biggest single contributor to deliver carbon reduction in the CCAP.

1.3 Both the CCAP and the Borough Plan include commitments for Outline Business Cases (OBCs) exploring setting up DEN schemes in both Tottenham Hale and Wood Green as a means of delivering low carbon heat to the regeneration of the two areas. The commitment is to deliver these OBCs in 2021, to feed into the long-term programme of work.

1.4 This report seeks approval of the OBCs for both the Tottenham Hale and Wood Green DEN projects. It also seeks approval to accept and release Government funding to progress enabling works and develop the Full Business Case (FBC) which will be brought back to Cabinet in late 2022.

1.5 The DEN Project is a long-term piece of work. The Council has been working on developing the DEN since 2012. The OBCs are based on a HM Treasury 5 case methodology for business cases for major projects, including DENS. The

OBCs are structured into: Strategic Case, Economic Case, Commercial Case, Financial Case and Management Case.

1.6 The OBCs are a step to establish the feasibility of the schemes for Tottenham Hale & Wood Green ahead of a decision of a FBC (i.e. approving the OBCs does not commit the Council to fully implementing the project) but there are potential financial consequences in terms of repaying government grant should the Council not proceed without a good reason.

2 Cabinet Member Introduction

2.1 The Council has committed to achieving a net zero borough by 2041. The Council also has committed to work towards the delivery of an energy company that puts residents before profits. These are both significant challenges, requiring measured and detailed plans if we are to be successful.

2.2 The Outline Business Cases for Decentralised Energy Networks (DENs) at Tottenham Hale and Wood Green, is a significant carbon reduction project within the borough's Climate Change Action Plan. The borough's homes make up 50% of its carbon emissions. The DEN programme would replace thousands of highly polluting individual gas boilers from our homes and buildings and replace them with an infrastructure which could reduce CO2 emissions from heating by 80% versus the use of gas, equating to 28K tonnes of CO2, 5% of the current footprint. The DEN programme would go a long way to deliver our CCAP pledge of delivering "homes that are desirable, warm, and affordable to run."

2.3 These two Outline Business Cases set out the technological, and economic assessments that the Council have undertaken to demonstrate that these projects are viable and deliverable. They show that it is possible to deliver low carbon heat to our homes, public buildings, and local business. They show that the DEN projects can also heat at affordable prices, deliver air quality benefits, local energy security, and new jobs. Delivering all these benefits through a publicly owned energy company. This will ensure that the spend is kept within the local community rather than giving this to big energy companies who will take the profits away from our borough.

2.4 While aspects of this report may seem complex, and the figures involved are significant, we need projects like this if we are to deliver on our carbon reduction ambition. We need to be bold, and we need to focus on the future benefits of carbon reduction and integrate benefits, such as affordable energy for our community. We are learning from other Council's experiences and like them, we are stepping into a place where the free market has failed. While many may wait for regulation and government action, in Haringey we believe that we should show leadership and step into this market – ensuring we can protect our planet and our residents.

2.5 These Outline Business Cases are a key stage as we consider the full business development. By agreeing this report, we will move to the delivery of the detailed commercial Full Business Case. We will do this with the support of Government funding, which allows the next stage of development to be fully

funded. Allowing the Council to set the objectives that will be developed further in the DEN Full Business Case.

2.6 The Full Business Case will then be delivered having been fully designed, scrutinised, assessed, and commercial terms confirmed. So that when this comes back to the members for decision, it is based on a comprehensive understanding with all the details that can realise our low carbon ambition set out in the Borough's Climate Action Plan.

2.7 In its 6th Carbon Budget the Climate Change Committee recommends the development of policies which can lead to 1 in 5 homes being served by heat networks by 2050. It recommends that over the next decade the aim should be to connect 19% of UK homes being connected to a low carbon heat network such as the one we are proposing. Haringey can take a serious lead in this through the careful, detailed and studied development process outlined in the following pages. This essential exploratory work is an important part in our programme to make the borough truly energy efficient and acting on our pledges to make the Haringey net zero by 2041.

3 Recommendations

It is recommended that Cabinet:

3.1 Notes the progress to date of the Council's DEN to deliver a significant decarbonisation of the borough's developments as outlined in section 6 of this report

Recommendations related to Tottenham Hale DEN Project

3.2 Approves the Outline Business Case at Appendix 2 in respect of the Tottenham Hale DEN, including a link to Broadwater Farm, in order to progress the proposal to FBC

3.3 Subject to recommendation 3.2, approves the acceptance of Heat Network Investment Partnership (HNIP) funding (subject to approval of the Funding Agreements at 3.11 below):

a. £1.2m for commercialisation grant funding to develop the proposal to FBC;

b. £3.4m of construction grant funding; and

c. £12.65m of construction loan to be used to construct the DEN, subject first to approval of the FBC

3.4 Approves entry by the Council into an Adoption Agreement with Argent LLP for the installation of heat network infrastructure at sites in Tottenham Hale as further described in paragraphs 6.246.22 to 6.2626 of the report and gives delegated authority to the Director of Housing, Regeneration and Planning to finalise the terms of the Adoption Agreement for it to be entered into

Recommendations related to Wood Green DEN Project

3.5 Subject to recommendation 3.2 (approval of the Tottenham Hale scheme) approves the Outline Business Case at Appendix 2 in respect of the Wood Green DEN and the extension of the link from Broadwater Farm, in order to progress the proposal to FBC

3.6 Subject to recommendation 3.53.5, approves the acceptance of HNIP funding (subject to approval of the Funding Agreements at 3.11 below):

a. £0.85m for commercialisation grant funding in order to develop the proposal to FBC;

b. £7.18m of construction grant funding; and

c. £2.56m construction loan to be used to construct the DEN, subject first to approval of the FBC

Recommendations related to both Tottenham Hale and Wood Green

3.7 Agrees that officers will develop and negotiate Heat Offtake Agreements with Energetik (purchasing heat) in accordance with the Council's Standing Orders. All agreements will be subject to the approval of the FBC by Cabinet

3.8 Agrees that officers will develop a proposal for the set-up and governance of an appropriate corporate vehicle (working title Haringey Energy Service Company, HESCO) to deliver the DENs as the heat supplier and manager of the network with a report setting out the proposed delivery structure being brought back to Cabinet for approval once complete

3.9 Note that officers will negotiate connection and supply agreements (selling heat) with developments in the borough following processes set out in planning agreements and legislative frameworks. All agreements will be subject to the approval of the FBC by Cabinet

3.10 Note that officers begin communication and consultation with local communities and developers on the delivery of this low carbon infrastructure

3.11 Subject to recommendations 3.3 and 3.7, approves the Funding Agreements at Appendix 3 as described in paragraphs 6.4751 to 6.49.56 and Appendix 4 of the report and gives delegated authority to the Director of Housing, Regeneration and Planning, in consultation with the Monitoring Officer and Chief Finance Officer, to approve any amendments to the Funding Agreements as may be necessary, for reasons including but not limited to ensuring consistency and finalising any outstanding areas.

Recommendations 3.12 – 3.13 are set out in the exempt part of this report.

4 Reasons for decision

4.1 Approving the Outline Business Case in respect of both Tottenham Hale and Wood Green allows the Council to move forward with commitments in the CCAP to deliver the DEN projects and reduce the borough's carbon footprint.

4.2 The DEN projects will deliver affordable and secure heat for residents to a good standard of service and provide substantial local air quality and economic/ community wealth building benefits.

4.3 There is a window of opportunity created by the scale of ongoing development and availability of central government funding for the Council to act to deliver a DEN in Haringey to ensure the benefits of the borough's DENs are maximised and best aligned with the Council's priorities.

4.4 The Tottenham Hale and Wood Green schemes are in the existing energy masterplan along with the North Tottenham DEN which Cabinet approved an OBC for in January 2017.

4.5 The next stage of work (the development of the Full Business Case) is 100% Government grant funded presenting a lower risk for the authority and a key incentive for the project. The grant is subject to either 0% clawback, 50% clawback or 100% clawback as set out in section 6.54 of the exempt report.

4.6 The recommendations work towards delivering on the Borough Plan commitments to:

- Lead on the delivery of an energy network where more sustainable energy is generated for use within the borough; and

- Explore setting up an alternative local or regional energy savings company(s) that would serve our community by helping to tackle fuel poverty

4.7 The recommendation to set up DENs fed from the Energy Recovery Facility (ERF) is based on analysis in the Economic Case of the OBCs showing that this is the most advantageous option. It is also in line with previous analysis in the Council's Decentralised Energy Masterplan and in the Upper Lea Valley Opportunity Area Planning Framework which complements the London Plan (see also Section 7. Energetik (Enfield Council's Energy Company) has an exclusive deal in place with the North London Waste Authority (NLWA) to buy heat from the ERF and so the proposed DENs will need to buy energy from Energetik.

4.8 The OBCs cover two separate projects for Tottenham Hale and Wood Green. These projects have many synergies which is why a combined OBC has been produced. However it should be noted that whilst the Tottenham Hale scheme could be delivered independently of Wood Green, the Wood Green project is dependent on approval of the Tottenham Hale scheme to progress.

4.9 Approving the OBCS is a key step in the project to proceeding with a FBC for both schemes in 2022.

Further detail is set out in paragraphs 4.10 - 4.11 of the exempt part of this report.

5 Alternative options considered

Do Nothing

5.1. This would neither deliver the maximum carbon, air quality and economic benefits to the local area nor meet commitments in the CCAP and Borough Plan. If the Council did not enter this market, due to the planning requirement to deliver communal heating, developers would procure private energy companies to manage their systems. These would most likely be based on gas. As this is currently an unregulated market, any provider could be chosen. As seen already in a few private developments in the borough, this may put residents at risk from a private monopoly where the private company is focused on increasing profits rather than user's costs. Additional information on other sources of low carbon heat can be found in Appendix R.

Seek a smaller DEN Network

5.2. The option for creating a smaller DEN incorporating fewer sites in the Borough was considered and ruled out at this stage. DENs tend to become more viable with size and even the schemes proposed here require grant funding. Smaller schemes would need more grant funding to be viable and HNIP funding criteria specifically favour larger schemes. No viable smaller schemes could be found.

5.3. Additionally, the Council has declared a Climate Emergency and is seeking to accelerate decarbonisation to achieve a zero carbon borough by 2041. A smaller scheme would contribute less to this target and ignores the urgency of the need to decarbonise.

Seek a larger DEN Network

5.4. There are two ways to seek to deliver a larger DEN; either by seeking to add more customers in the proposed areas or extending the network to larger additional areas.

5.5. In terms of adding customers in the areas served by the scheme, a thorough review of potential customers has been conducted. While this identified many smaller existing buildings (including e.g. medium density homes with individual heating systems), the cost of connecting such customers makes it impossible to make an attractive offer at present.

5.6. In terms of adding additional areas to the network, the opportunity has been identified to extend the DEN southwards towards St Ann's and Hackney (including Woodberry Down). This opportunity is less time critical than the Tottenham Hale and Wood Green schemes and so can be considered separately in the future. Including it within either of the schemes proposed today would improve the viability but also increase the risk and financial requirement of the scheme. On balance it was considered preferable to seek to deliver the extension opportunity as a potential subsequent project.

5.7. Keeping the OBCs focussed to two key growth areas in Tottenham Hale and Wood Green allows significant development of the DEN without it becoming unmanageable. The Wood Green project is entirely dependent on the Tottenham Hale project progressing.

Alternative Sources of Heat

5.8. The Council considered several alternative heating systems for the DEN and the borough buildings. Installing individual Heat Pumps is both more expensive to install and more expensive to operate than gas boilers. Furthermore, mass roll out will require a major investment in the national electricity grid. At this time this was considered not a viable option.

5.9. Many of the solutions available to decarbonise our buildings are still under development and are not yet market ready. DENs bring opportunities at scale, for example, a DEN could tap into energy sources and ship it (a body of water or an Energy Recovery Facility), via pipes buried in the ground to heat customers. If heat sources are large enough and cheap enough, and the energy demand is sufficiently dense, it can be a cost-effective solution. While the cost of connecting customers is similar for all heat sources, the cost of supplying them varies and so the network extent will differ depending on choice of heat source.

Alternatives to a Council owned energy company including potential for Private Sector led schemes

5.10. A full spectrum of options has been considered for delivery (i.e. acting as the owner/heat supplier) ranging from 100% delivery by a third party (e.g. private sector) organisation to 100% publicly owned and delivered in-house by the Council. These options are detailed in the Commercial Case of the OBCs. Involving a third party in these roles requires the Council to confirm the customer base that will connect (which it is not currently in a position to do) and there is not sufficient time in the programme to both confirm the customer base and select a suitable partner.

5.11. The Council does not have sufficient control over the customer base at this time and by the time it can exert such control, there will be insufficient time to find a partner.

5.12. Indeed, the programme for the DEN projects is such that, even if the Council had control over the customer base today, it would be extremely challenging to select a funding partner in time to initiate the project. If the project is not initiated to the timescales set out in the OBCs, a substantial portion of the opportunity will be lost to the point that the projects are no longer viable to link into the heat network. The OBCs do identify areas where there may be scope to involve third parties later in the development of the schemes.

5.13. Therefore, the Council will need to take on the roles of owner and heat supplier in the delivery of the project and the question comes down to whether this is in-house or via a Special Purpose Vehicle. This is discussed further in 6.46 to 6.50.

5.14. As a Council scheme funded via the Heat Networks Investment Project (HNIP), the Council is required to sign up to consumer protection scheme Heat Trust or equivalent. This will ensure the maintenance of customer service standards; providing access to an Ombudsman; and promoting best practice and continuous improvement.

Further detail is set out in paragraph 5.15 of the exempt part of this report.

6 Background information

What are DENs?

6.1. Decentralised Energy Networks (DENs) are energy infrastructure which supply heat to buildings via a network of buried, insulated pipes. By connecting multiple buildings together, DENs create a single large heat load. The scale of the heat load makes it possible for DENs to source heat from technologies and/or locations which would not normally be viable for smaller loads. DENs make these sustainable energy sources available to customers who would not normally be able to access them. Figure 1 below is an example of how the network distributes heat energy.

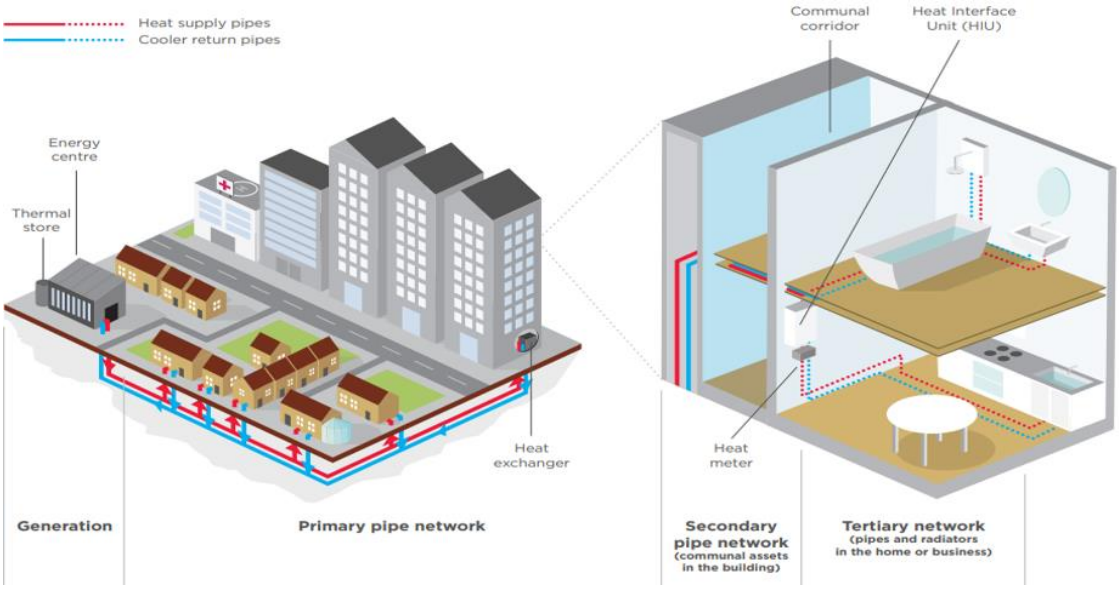


Figure 1 shows how a DEN distributes heat

The Council role

6.2. The Council's strategic policies support the development of DENs and are set out in Section 7, broadly these include: local, regional, and national planning policies, the adopted Climate Change Action Plan, and Borough Plan.

6.3. The Council is well placed to promote and grow DENs and ensure that the associated benefits are realised. As the Planning Authority, and with its role in place making, the Council can advise and map new developments to ensure that they are future proofed for wider DEN connection. The Council is a large

housing owner and housing developer, often with houses based around a small geographic location. This means that it is easier for these houses to connect and benefit from the DEN approach. The Council also has large public buildings that can benefit from this heat, such as schools and leisure centres.

6.4. This aligns with the Government's approach to the decarbonisation of new developments. As a result of this, through the planning system multiple communal heating systems have been delivered in new developments across Haringey. This report sets out the mechanism in which these communal heating systems can be brought together, managed, and supported into one operating approach, delivering the benefits of DENs. This single operation approach will deliver a new Energy Services Company (ESCO). If the recommendations in the report are agreed, the Haringey Energy Services Company, that will manage the DEN programme and for the purpose of this report will be known as the HESCO.

6.5. Without a coordinated approach these new developments, which include the Council's own new Council housing developments, will develop plot by plot and more private sector led solutions. These may have high life cycle costs to residents as end users, are more likely to be managed by small private sector monopolies and the opportunity to create a cost-effective decarbonised district heat solution will be lost.

6.6. The Council strategy is to supply heat to residents at a more affordable price than heat delivered through the cheapest alternative system permissible to the customer but with the benefit of air quality improvement and low carbon heat. Similarly, where we supply heat to buildings/businesses, we intend to supply clean energy at the same price as the cheapest long-term and permissible alternative. Due to the nature of communal heating systems being a monopoly, we are designing high standards of customer service and protection. Modelling on the affordability is detailed in the Economic Case and decisions on the overall approach to the customer experience will be developed and considered by Cabinet at FBC stage.

DEN opportunity in Haringey

6.7. Linking into the previously agreed DEN opportunity at North Tottenham and wider DEN opportunities across Haringey, the OBCs present the case for change and develop the social, economic, and environmental opportunities for DENs in Tottenham Hale and Wood Green. Key aspects of the Haringey DEN programme aim to support:

- Growth in Tottenham Hale around Ferry Island, Ashley Road and Hale Village;
- Growth in Wood Green initially focussed on Clarendon Square, and several other schemes;
- Additional areas in and around Haringey which are part of the wider DEN project but not part of the currently-proposed OBCs including: growth around the Tottenham Hotspur Stadium, High Road West and the recently

refurbished and expanded heating system at the Council's Broadwater Farm Estate;

6.8. The delivery of DENs is at a crucial stage. There are developments of around 8,000 homes in the pipeline in DEN areas and the developers need clarity on their energy supply. Developers as part of their planning requirements and at their own cost are already installing infrastructure to be compatible with the wider DEN.

6.9. Another factor supporting the growth in DENs in Haringey and neighbouring boroughs is the significant source of heat at the North London Waste Authority's forthcoming ERF. This plant will produce enough heat to supply 127,000 homes. Additional information on other sources of low carbon heat can be found in the OBC.

6.10. The OBCs also set out the options available for the locations of energy centres. Further detail can be found in the Strategic Case.

Stakeholder and community engagement

6.11. The DEN project has been presented to the Haringey Climate Change Forum and was set out to residents during the development of the borough's Climate Change Action Plan. This gave an overview of the ambition and opportunities for the DENs in Haringey. During both engagements, the project secured a high level of support, though it is accepted that these stakeholders are advocates for the promotion of low carbon futures. It is recognised that as we work to the FBC and develop more details on the projects – such as routes of pipework - the Council will undertake more community engagement with all affected residents, addressing the construction impacts as well as the longer-term benefits.

6.12. The HESCO intends to have strong customer service, billing and operational management and designing this effectively with key stakeholders including communities will be a priority.

6.13. A key dependency of the project is working closely with other north London boroughs (who have similar heat networks ambitions), the North London Waste Authority (NLWA), and the Greater London Authority (GLA). To enable the OBCs' development we have had meaningful discussions with these groups and received support to move this forward. This has helped inform the OBCs report (in Appendices 1 and 2 for the public and private versions respectively).

Energy Recovery Facility

6.14. The recommendation to set up DENs fed from the ERF is based on analysis in the Economic Case of the OBCs showing that this is the most advantageous option. It is also in line with previous analysis in the Council's Decentralised Energy Masterplan and in the Upper Lea Valley Opportunity Area Planning Framework which complements the London Plan (see also Section 7). At this time the new ERF facility is being procured and a decision on this is expected imminently. The Council will wait for this decision before any commercial or contractual agreements related to the DEN OBC are undertaken.

6.15. Energetik (Enfield Council's Energy Company) has an exclusive deal in place with the North London Waste Authority (NLWA) to buy waste heat from the ERF and so the proposed DENs will need to buy energy from Energetik and this includes Haringey.

6.16. The Council can negotiate directly with Energetik to buy heat in accordance with the Utilities Contract Regulations 2016 and discussions are currently at an early stage. As the project moves to FBC these discussions will become more detailed, formalised, and commercial. The final arrangements will need to be confirmed by the Cabinet at the FBC stage of delivery.

6.17. Although the preferred option of sourcing heat at this time is via Energetik, the DEN infrastructure is flexible and can adapt to varying sources of energy to produce heat as technologies and legislation changes over time. The purchase of heat will be undertaken in accordance with the Utilities Contract Regulations 2016 and the Council's Contract Standing Orders.

Work from Outline Business Case to Full Business Case (FBC)

6.18. The Council has already undertaken high-level assessment and viability, which has demonstrated an opportunity for further investigation and identified a proposed delivery model to recommend to the Council. This work has taken us to the OBC stage.

6.19. Further viability will be developed and assumptions will need to be tested to de-risk the project and to prove viability. This will be undertaken as the Council moves towards the FBC. For example, undertaking procurements to understand how much it will cost to operate and negotiate with customers (developers / building owners) to confirm who will connect and what they will pay, etc.

6.20. In doing this the Council will understand in greater detail and fully test the financial returns alongside the operational and reputational aspects of such a large scheme.

6.21. This will be brought together in the next stage of work to get to an investment grade proposal and will take approximately 18 months. This is known as the commercialisation work. This work will allow the Council to make an informed decision on whether to proceed with the FBC.

Route of the Network and Ownership

6.22. The exact route of the pipe network is not yet confirmed. However, this will be designed and delivered as a core piece of work as the Council moves to FBC. This route map will enable the Council to fully cost the installation of this network and identify and overcome any physical infrastructure (such as sewers and culverted rivers).

6.23. The HESCO will own and maintain the strategic pipework that links from Edmonton to the connecting site boundaries. In some instances, the Council will take ownership or adopt pipework, at no cost, that has been provided and installed by private developers as part of their planning requirements. This will reduce the financial impact on the HESCO and enable site works to be

delivered in a coordinated manner at site construction, reducing impacts on the community.

6.24. The Council has entered into a section 106 agreement with the developer Argent LLP ("**Argent**") in Tottenham Hale. This section 106 agreement includes planning obligations on Argent for the installation and commissioning of heat network infrastructure. This will enable future connection to the DEN and future expansion beyond the sites.

6.25. Argent will fund and install this heat network infrastructure on the relevant sites as Argent develops these sites. This infrastructure will be to the Council's requirements and reasonable satisfaction, following which the Council will adopt the infrastructure. Paragraph 8.25 of the report provides a high-level summary of the key terms of the proposed arrangement.

6.26. Due to the timing of the wider works being undertaken by Argent, it will be necessary to enter into an Adoption Agreement between the Council and Argent for this infrastructure works before the FBC is complete. An Adoption Agreement has been prepared which provides flexibility to transfer the Adoption Agreement to the HESCO once the HESCO is set up. It is recommended that the Director of Housing, Regeneration and Planning finalise the terms of this Agreement and enter into the agreement with Argent.

Paragraphs 6.27 – 6.29 are contained in the exempt part of this report.

Benefits from DENs / Why decarbonise

6.30. While DENs constitute large, complicated pieces of energy infrastructure, they also have broad social, economic, and environmental benefits, affecting a wide geography and numerous stakeholders, providing benefits to residents.

6.31. The two main environmental benefits involve reductions in carbon emissions and improvements to local air quality.

6.32. In terms of carbon emissions, Haringey currently relies on natural gas for around 85% of its heating needs. This needs to be eliminated if the worst impacts of climate change are to be avoided and to meet UK targets. The DEN can deliver energy that is very close to zero carbon. For example, the Tottenham Hale DEN scheme is anticipated to save up to 58,000 tonnes of carbon in the short term (15 years) and 270,000 tonnes in the long term (40 Years). For Wood Green it is anticipated to save 90,000 tonnes of carbon in the short term (15 years) and 363,000 tonnes long-term (40 years).

6.33. In terms of air quality: gas-based heating currently accounts for around 25% of emissions of nitrous oxide (NOx) in Haringey. NOx can cause lung irritation, and lower people's resistance to respiratory infections such as pneumonia and COVID 19. While modern gas boilers are cleaner, the technical limits are now being reached and continued use of gas boilers will continue to impact on the borough air quality. The DEN can deliver energy with close to zero additional air quality impacts.

6.34. From an economic perspective, the DEN is not expected to be more expensive to residents than the current high carbon alternative (gas boilers) and can be beneficial to the local economy. There are also opportunities for local job creation during the construction and then the operation of the network. These will be explored further if the OBCs are approved and designed into the FBC.

6.35. As with gas and electricity networks, much of the cost of the DEN is in the distribution network. For a DEN the initial investment required to connect customers is significant and the cost depends on the overall density of the scheme and how quickly the demand materialises to share the cost of the network. However, in other parts of the country, similar to Haringey, well designed and structured heat networks have been shown to deliver low carbon energy in a cost-effective manner.

6.36. From a social perspective a local DEN can offer profits and growth opportunities in the long term that bring greater benefit to the local community within the borough, compared to gas and electric networks where profits flow away from the borough. There is a social cost to DENs in that they form a natural monopoly. Consumer protection can be ensured through robust price protection, guaranteed standards of service and independent recourse e.g. through an ombudsman. The Council will be able to ensure suitable measures to protect consumers are included during the set-up of HESCO. See also paragraph 5.14.

6.37. The DEN project will also provide community wealth through: apprenticeships, local job creation, local supply chains between schools, businesses, and a return to the council from turnover in the long term which is set out in the Strategic Case.

Customer Charges

6.38. The HESCO will sell heat to a range of customers including private sites, and HRA sites - tenants and leaseholders. Heat will be sold to either directly to the occupier (businesses / homeowners), or to the building landlord who in turn will then sell the heat on to building users / occupiers. It is expected that in most instances the second of these two options will be used by the HESCO including in the Council's own housing. In doing this the landlord can ensure that their own policies and practices for dealing with issues such as debt management are followed. This approach allows the Council greater flexibility for implementing new initiatives such Ethical Debt Reduction Policy.

6.39. The OBC has modelled the sales of heat by the HESCO to a range of customers. It is important to understand the core principles of HESCO's assumed charges. These are:

a) The total charges for heat supply from HESCO will be no more than the costs that would have otherwise been incurred by the building owner/occupier for heat supplies from the cheapest long-term alternative and permissible system on a whole life cost basis.

b) HESCO's charges will also vary from site to site because the cheapest long-term alternative and permissible system varies from site to site (e.g. an

individual air source heat pump (ASHP) in a new building or a communal gas boiler in an existing block)

c) HESCO's charges will be split[1] between the building owner / landlord and the occupant(s) and reflect how the costs of the alternative heating system would have been shared

d) The share of HESCO's charges payable by the occupant will reflect energy costs and will vary with consumption. They will be structured as a fixed charge (£ per month) and a variable charge (£ per unit of energy used)

e) The share of HESCO's charges payable by the building owner reflect that often a building owner is legally obliged to provide and maintain heating infrastructure on behalf of occupants. It will be structured as a fixed cost (i.e. independent of energy use)

f) The charges will change over time e.g. if the cost of gas increases, charges will also increase

g) The HESCO model and charging will not differentiate between Council sites and non-Council sites

6.40. For new build schemes, the cheapest permissible alternative to a DEN is an ASHP. The choice is limited by planning and building regulation standards for new build homes. For the existing buildings included in the OBC, the cheapest available alternative is always a large gas boiler.

6.41. Communication of the HESCO charging principles and transparency of charges for users is vital. This will ensure that users understand the true benefits of the network and that the HESCO can demonstrate that heat charges are more affordable than a long-term permissible alternative system. During the delivery of the FBC, a communications strategy and action plan will be delivered to ensure that users and residents are kept well informed.

Energy Markets

6.42. Although the project will source the majority of its heat from the Energy Recovery Facility (ERF which it is currently proposed by NWLA), it will still be exposed to wider energy markets.

6.43. That is because the price paid for heat from the ERF will be linked to the wholesale price for electricity. Historically, this has been closely linked to the gas market. In addition, the project will obtain a small proportion of its heat from gas boilers (used as back-up when the ERF cannot supply and as top-up in very cold weather).

6.44. HESCO revenues are based on the avoided cost of providing heat and will be indexed over time to reflect changes in the gas and electricity markets as applicable.

[1] Either HESCO will charge the landlord/building owner who will recharge the occupant or HESCO will have arrangements to charge both the landlord/building owner and the occupant directly.

6.45. This is covered in more detail in the OBC which suggests that the project is robust to changes in wider energy markets, but the next phase of work will include more detailed analysis of the exposure to energy markets.

Council owned energy company

6.46. The role of the Council as funder and heat supplier is explored in the Commercial Case of the OBCs. The Commercial Case considers possible options from a sliding scale of fully public sector (Council in-house) towards fully private sector and concludes that a Council owned company is the optimal option. The working title for this is Haringey Energy Service Company (HESCO).

6.47. There are extremely limited opportunities to involve third parties in these roles at the outset of the project. This is due to the need to start construction within the short-medium term and the Council having insufficient control over a customer base to start the process of selecting third party investors/heat suppliers at this time. Therefore, the Council must take a significant role in the project (see also section 5 above, alternative options considered)

6.48. There are also good reasons for the Council to deliver the scheme:

a. Delivery aligns with several Council objectives including in the Borough Plan and Climate Change Action Plan
b. Council ownership addresses concerns over unregulated monopolies and examples of poor consumer outcomes found on some private sector monopoly DENs

6.49. Additionally, there are good reasons for the Council to set the scheme up via a company structure rather than delivering the scheme in-house:

a. It is a requirement of the central Government funding that the scheme is delivered through a company
b. The Council has commitments in the Borough Plan to consider set-up of an energy company (see also Section 7).
c. A company provides clearer separation between the commercial activities of the company and the Council's wider activities (a blurred line can lead to unintentional subsidy and issues with Subsidy Control)

6.50. Further analysis on the options for the delivery vehicle are set out in the OBCs. If the recommendations on the OBCs are confirmed, the structure of this vehicle will be developed further, and a final proposal will be brought back to Cabinet for determination in due course.

Accepting Heat Network Investment Funding (HNIP) through the Government Department for Business, Energy and Industrial Strategy (BEIS)

6.51. The HNIP scheme offers funding from central Government department BEIS to heat network projects in the form of grants and loans to eligible projects.

6.52. The HNIP funding is broken down into grants and loans and each tranche has its own conditions which are appended to the OBC.

6.53. The Council will receive commercialisation funding which shall be used to deliver the development of the FBC, and construction grant funding to facilitate the construction of DEN infrastructure. The Grant Conditions further distinguish the grant funding between:

	Tottenham Hale	Wood Green	Total
Commercialisation grant funding	£1.2m	£0.85m	£2.05m
Construction grant funding	£3.4m	£7.18m	£10.58m
Construction Loan	£12.65m	£0.85m	£13.5m
			£26.13m

Paragraphs 6.54 – 6.70 are contained in the exempt part of this report.

Heat supply agreement

6.71. This report seeks Cabinet approval for officers to negotiate the terms for the purchase and sale of heat through Heat Supply Agreements, undertaken in accordance with the existing Council Regulations and brought back to Cabinet for approval as appropriate.

6.72. Where the Council is negotiating arrangements with developers (new housing blocks) and existing buildings (including the Council's own housing estates), this will be done in accordance with Planning Obligations, and all relevant legal obligations. Heat supply agreements relate to recommendation 3.9.

Paragraphs 6.73 – 6.78 are contained in the exempt part of this report.

7 Contribution to strategic outcomes

7.1. The development of the DEN project is reflected in Borough Plan commitments which require the Council to explore DENs.

7.2. The Council declared a Climate Emergency in March 2019 and adopted a Climate Change Action Plan (CCAP) in March 2021. The DEN Project is the biggest single contributor to delivering the CCAP goal of being net zero carbon by 2041.

7.3. There is policy support for the development of DENs across a number of national, local and regional priorities. For example, the National Planning Policy Framework, the London Plan and the Council's Local Plan require planning authorities to progress DENs where viable. Working in partnership with the GLA and other boroughs also shows that a large trans-borough DEN fed from the NLWA's ERF is the leading method for decarbonising heating in Haringey.

7.4. The Council's Affordable Energy Strategy (2020) highlights that DENs can be a more efficient and affordable form of heat than the alternatives. Alongside this, municipally owned energy companies can often be designed to support those in fuel poverty with direct and indirect financial support.

7.5. A similar approach was taken with the North Tottenham DEN and Cabinet approval of an OBC for this area in 2017.

7.6. Further detail on the strategic role that DENs play can be found in the Strategic Case section of the OBC.

8 Statutory Officers comments

Finance

Paragraph 8.1 is contained in the exempt part of this report.

8.2. Whilst the FBC is not being agreed at this stage the OBC as appended to this report at Appendix 2 includes current projections of the financial impact of the project, both for the Council, and the special purpose vehicle which will be set up to deliver this project (working title HESCO). The FBC approval will require the Council to make loans to the HESCO from its own resources (assumed to be raised from the Public Works Loan Board), which will be repaid to the Council following the HESCO becoming operational. The Council will charge the HESCO a margin over and above the PWLB lending rate in line with specialist advice received and will receive repayments from the HESCO for the principal borrowed, and interest charges. Notwithstanding this margin, it should be emphasised that the Council would be progressing the DEN initiative for social and environmental reasons, and not for financial returns. In the latter years of the project (currently assumed to be in the region of 40 years), once all loans to the Council have been settled, the HESCO will pay dividends to the Council. As modelled the HESCO is anticipated to repay all of its debts to the Council (covering passthrough of HNIP loans which are repaid over a 25yr period from when the system is operational and shareholder loans which are repaid over a longer period). Analysis shows the shareholder loans will be repaid after 35 years for Tottenham, and 38 years for Wood Green, and will pay dividends after this point. DEN project has been allowed for within the Council's capital programme, and treasury management strategy, and this PWLB borrowing is consistent with the approved strategy.

8.3. It should be noted that the OBC includes consideration of the HESCO paying business rates (as a cost to the vehicle), and the Council retaining 30% of these (reflecting the current position). The models presented clearly demark any currently projected financial benefit to the Council from business rates retention. As set out in para 4.10.13 – 4.10.18 of the OBC, it is noted that there have been recent government announcements regarding changes to the business rates system with regards to district energy networks, and the potential for business rates to not be payable by the HESCO. While further detail on these announcements is awaited nothing specific has been modelled, however it is anticipated that should business rates not be payable by the HESCO this would have an overall positive impact on the financial position of

the HESCO, and the Council. This has been modelled within the sensitivity analysis within the OBC at Appendix M and Appendix N.

Financial impacts on the Council

8.4. The current base case projections are that the Tottenham and Wood Green DENs will have a net benefit to Council budgets of £9.5m and £9.0m respectively in net present value terms over the 40-year life of the projects: this is the net financial impact on the Council, taking into account loans made to the HESCO, repayments of these loans, interest payments, dividend payments, and the assumed benefit from additional business rates received. Excluding business rates retention, the net present value of the two DENs is projected to be £6.8m and £6.9m.

8.5. The HESCO will be significantly indebted to the Council until the latter years of the project when all loans are settled and the vehicle begins to make dividend payments. The OBC at Section 4 shows projected cashflows for the two projects for Tottenham and Wood Green. These tables demonstrate the loans the Council will make to the HESCO, and the Council's peak debt exposure: £12.3m for Tottenham and £23.2m for Wood Green. This debt will be repaid after 35 years for Tottenham and 38 years for Wood Green.

8.6. The impact on Haringey revenue budgets will be positive as the interest rate charged to the HESCO will be higher than the interest rate paid to the PWLB. This benefit will vary over the 40-year life of the project dependent on the level of indebtedness at different points in time, and dependent on the prevailing PWLB rates at the time when the borrowing is raised. The current business case shows that at no point in the projects lifecycle will the project create a net pressure for General Fund revenue budgets. Assuming that the projects proceed to FBC stage and is approved, this betterment will be reflected in the Council's budget and MTFS.

Finances of the HESCO

8.7. The OBC includes modelling of the finances of the HESCO. This demonstrates that both the projects are viable as they are modelled to repay their debt to the Council over a 40-year period. The vehicles have a net negative present value, which is to be expected, given the vehicles are assumed to be solely owned by the Council, and any residual financial benefits following the discharge of borrowing will ultimately be transferred to the Council via the payment of dividends, which does not take place until late in the project life. Although the vehicles have a negative net present value, they do generate a positive Internal Rate of Return (IRR), a measure of the return on the project overall.

Summary

8.8. It should be noted that this report and the attached documents represent an in-depth outline business case based on all the best knowledge available of the factors and attributes for the implementation of the schemes at this time. Should this report be agreed, this work will be further developed. There have been instances in other such DENs where the move from OBC to FBC has highlighted the financial non viability of the project and has necessitated further

dialogue with the government for additional grant funding in these circumstances.

Procurement

8.9. Strategic Procurement notes the contents of this report and supports its recommendations for the approval of an Outline Business Care to enable progression of DENs in both Tottenham Hale and Wood Green and the reduction in carbon emissions and other benefits entailed as outlined at 6 above

8.10. Much of the project will be grant funded reducing the financial risk to the Council and providing best value in bringing a key environmental benefit to the borough in line with the Council's strategic objectives. Approval of the OBC will enable tranches of funding ear marked for these projects to be released.

8.11. The receipt of grant funding is permitted under Contract Standing Order 17.1. Any payment of monies under the grant to external organisations carrying out works or services must adhere to CSO 9.01 (appropriate competitive processes) and 9.07 contract award.

Legal

8.12. This report seeks approval of the Outline Business case for Tottenham Hale and Wood Green DENs to enable the projects to progress to FBC.

8.13. In considering these recommendations, the Cabinet needs to take account of the Council's fiduciary duties to local residents and taxpayers. As such, proper consideration needs to be given to the risks, rewards and potential future liabilities of the proposals, which are the subject of this report. The Cabinet should have regard to the Council's obligations to carry out its duties in accordance with the principles of best value and to ensure its functions are exercised having regard to a combination of economy, efficiency and effectiveness.

Powers

8.14. The Council has broad powers to establish District Energy Networks ("DENs") to; to enter into agreements for the supply of heat and electricity; to establish a company to trade; to borrow funds and on-lend to any such company. These powers are explained in more detail in Appendix G of the OBC and are summarised below.

Local Government (Miscellaneous Provisions) Act 1976

8.15. Section 11 of the Local Government (Miscellaneous Provisions) Act 1976 ("1976 Act") is the principle power in relation to heat and electricity and enables the Council to produce heat or electricity or both to:

- establish and operate generating stations or installations for such production;
- buy or otherwise acquire heat;

- use, sell or otherwise dispose of heat produced or acquired or electricity produced in association with heat by the Council; and

- enter into and carry out agreements for the supply of such heat to premises within or outside of the Council's area.

8.16. Sections 11 (4) and 11 (5) of the 1976 Act provide for heat infrastructure and the power for the Council to construct, lay and maintain heat pipes within the street and within other land, and to break open roads to lay pipes and carry out associated works, within or outside of the Council's area.

8.17. When relying on section 11 of the 1976 Act, the Council is not required to establish a trading company in order to sell heat and electricity, irrespective of whether profits are generated.

Localism Act 2011

8.18. Section 1 of the Localism Act 2011 ("LA 2011") – the general power of competence" ("GPC") - provides: "A local authority has power to do anything that individuals generally may do" even if:

- it is unlike anything else the authority may do;

- it is unlike anything that other public bodies may do; or

- it is carried out in any way whatever, including:

- anywhere in the UK or elsewhere;

- for a commercial purpose or otherwise for a charge, or without charge; and

- for, or otherwise than for, the benefit of the authority, its area or persons resident or present in its area.

8.19. The GPC is a very broad power. However, it does not enable a local authority to get around any restrictions, limitations or prohibitions in other powers, and there are constraints on charging and trading under sections 3 and 4 of the LA 2011.

Local Government Act 2003

8.20. Section 1 of the Local Government Act 2003 ("LGA 2003") permits the Council to borrow for any purpose relevant to their functions under any enactment or for the purpose of the prudent management of its financial affairs. So long as the authority is borrowing for a function it can on-lend to a corporate vehicle in addition to making loans from other funding services.

8.21. Section 12 of the LGA 2003 provides the Council with a separate power to invest for any purpose relevant to its functions. In exercising its powers of investment, the Council must have regard to the statutory guidance issued by the Secretary of State and specified guidance published by CIPFA.

Local Government Act 1972

8.22. Section 111 of the Local Government Act 1972 ("LGA 1972") permits the Council to do anything (whether or not involving the expenditure, borrowing or lending of money) which is calculated to facilitate, or is conductive or incidental to, the discharge of any of its functions. In conjunction with S.11 of the 1976 Act, the Council may rely on S.111 LGA 1972 to establish the HESCO to deliver the DEN.

8.23. It is noted that a report will be brought back to Cabinet on the establishment of the HESCO in due course. Legal advice should be sought on the establishment of this Special Purpose Vehicle.

Heat Network Investment Partnership ("HNIP") Funding

8.24. This report seeks approval of Heat Network Investment Partnership ("HNIP") funding in the form of commercialisation and construction grants and construction loans. To access this funding the Council will be required to enter into a Funding Agreement with the Department for Business, Energy and Industrial Strategy (BEIS) and their Agent, Triple Point. The terms of the Funding Agreement at Appendix 3 have been agreed with BEIS and Triple Point and these are summarised in Appendix 4. The Cabinet is asked to give delegated authority to the Director of the Director of Housing, Regeneration and Planning, in consultation with the Monitoring Officer and Chief Finance Officer, to approve any final minor amendments to the Funding Agreement.

Work from Outline Business Case to Full Business Case

8.25. This report proposes that the Council enter into an Adoption Agreement with developer Argent LLP ("Argent") pursuant to the terms of the section 106 Agreement in place in relation to land comprising 5 plots in Tottenham Hale District Centre. The Adoption Agreement will require the developer to install the heat network infrastructure on the relevant TH Development Sites to the Council's requirements. The Council is required to adopt the heat network infrastructure once the relevant tests etc. have been completed to the Council's reasonable satisfaction. Following adoption, the Council shall take a transfer of the ownership (and responsibility) for those relevant parts of the heat network (which will enable the future connection and expansion of the DEN).

Consultation

8.26. Section 105 of the Housing Act 1985 imposes requirements on a local authority to consult tenants on matters of housing management, to consider representations made to them by tenants or their representatives and to publish details of the consultation arrangements. Section 20 of the Landlord and Tenant Act 1985 sets out the consultation requirements in relation to leaseholders.

8.27. Section 3 of the Local Government Act 1999 requires the Council to make arrangements to secure continuous improvement in the way in which its functions are exercised, and to consult about how to do so. This requires the Council to consult about high-level decisions, policies and approaches, before there has been time and effort expended pursuing implementation. In fulfilling this Best

Value Duty the Council will be required to consult representatives of a wide range of local persons:

- representatives of council taxpayers and business rate payers;
- those who use or are likely to use services provided by the authority;
- those appearing to the authority to have an interest in any area within which the authority carries out functions.

8.28. It is noted that community engagement is to be undertaken with all effected residents. Legal Services will continue to advise officers on the adequacy of any consultation that is proposed to ensure it is compliant with these statutory obligations.

8.29. The Cabinet must also make its decision having due regard to the Council's public sector equality duties ("PSED") pursuant to the Equality Act 2010. This requires the Council, in the exercise of its functions, to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The protected characteristics are age, disability, gender reassignment, sex, race - including ethnic or national origin, colour or nationality, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief – including lack of belief. The Council will also, in delivering the project, seek to reduce the inequalities of outcome which result from socio-economic disadvantage. The PSED is a continuing duty and equality considerations should be considered at the different stages of the programme.

Paragraphs 8.30 - 8.39 are contained in the exempt part of this report.

8.40. In light of the above, coupled with the contents of the exempt report and the confirmation given at paragraph 8.7 that the projects are financially viable, there are no legal implications preventing the Cabinet from agreeing the recommendations contained in this report.

Equality

8.41. This recommendation to Cabinet to approve the OBC and progress more detailed work will allow equalities issues to be considered in more detail in advance of further decisions being made. Any further delegated authority and Cabinet decisions will need to consider equality issues and some may require detailed Equality Impact Assessments.

8.42. The Council has a Public Sector Equality Duty (PSED) 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.

8.43. The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, Page 10 of 12 religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty. In the discharge of its functions, the Council also considers the impact on those who experience socioeconomic disadvantage with regards to the three duties of the PSED.

8.44. The planned locations for DENs in Haringey in the OBCs are Tottenham Hale, and Wood Green. It follows that those most affected by the decision will be the residents of these areas. Haringey Ward Profiles indicate that these areas tend to have younger populations with higher proportions of residents coming from BAME communities.

8.45. The overall likely impact of the DEN Project will be to reduce local carbon emissions and air pollution. It is notable that climate change and air quality are likely to have disproportionate impacts on vulnerable groups. There is currently no indication that this decision will have any adverse effects for any individual or group who share protected characteristics.

9 Use of Appendices

Appendix 1	Outline Business Cases for DENs in Tottenham Hale and Wood Green	*Redacted*
Appendix 2	Outline Business Cases for DENs in Tottenham Hale and Wood Green	*In exempt report only*
Appendix 3 (a)	Grant Funding Agreement	*In exempt report only*
Appendix 3 (b)	Loan Funding Agreement	*In exempt report only*
Appendix 4	Funding Agreement summary	*In exempt report only*

Appendices to the Outline Business Cases for DENs in Tottenham Hale and Wood Green

Appendix A	What is District Energy?	*Public (no exempt information)*
Appendix B	Markets and Policy	*Public (no exempt information)*

Appendix C	Benefit Realisation Strategy	*Public (no exempt information)*
Appendix D	Summary of Plant Strategies	*Public (no exempt information)*
Appendix E	Tottenham Hale TEM Inputs	*In exempt report only*
Appendix F	Wood Green TEM Inputs	*In exempt report only*
Appendix G	The Council powers to deliver DENs (Legal)	*In exempt report only*
Appendix H	Subsidy Control (Legal)	*In exempt report only*
Appendix I	Considerations regarding pipe laying (Legal)	*In exempt report only*
Appendix J	Procurement Advice (Legal)	*In exempt report only*
Appendix K	Wood Green financial model assumptions	*In exempt report only*
Appendix L	Tottenham Hale financial model assumptions	*In exempt report only*
Appendix M	Wood Green sensitivity analysis	*In exempt report only*
Appendix N	Tottenham Hale sensitivity analysis	*In exempt report only*
Appendix O	Appraisal of funding options	*In exempt report only*
Appendix P	Optimum bias	*Public (no exempt information)*
Appendix Q	Planning Issues (Legal)	*In exempt report only*
Appendix R	LZC technology	*Public (no exempt information)*

10. Local Government (Access to Information) Act 1985

Relevant documents

10.1. The following documents are referred to in this report and are central to its recommendations:

Haringey Local Plan including Tottenham Area Action Plan (AAP)
https://www.haringey.gov.uk/planning-and-building-control/planning/planning-policy/local-plan

London Plan
https://www.london.gov.uk/what-we-do/planning/london-plan

The National Planning Policy Framework
https://www.gov.uk/government/publications/national-planning-policy-framework--2

North Tottenham Outline Business Case Cabinet Report January 2017

https://www.minutes.haringey.gov.uk/documents/s90564/North%20Tott%20DEN%20Cabinet%20Report%20160117_public%20clean%2018.30.pdf

Haringey Affordable Energy Strategy (2020)

https://www.haringey.gov.uk/sites/haringeygovuk/files/affordable_energy_strategy_2020-2025.pdf

Haringey Climate Change Action Plan (CCAP)

Development Control Order (DCO) for North London Waste Authority's new ERF in Edmonton

The Lee-Valley Opportunity Area Planning Framework
https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/opportunity-areas/opportunity-areas/upper-lee-valley

*External links – Haringey Council is not responsible for the contents or reliability of linked web sites and does not necessarily endorse any views expressed within them. Listing should not be taken as endorsement of any kind. It is your responsibility to check the terms and conditions of any other web sites you may visit. We cannot guarantee that these links will work all the time and we have no control over the availability of the linked pages.

Reasons for exemption

10.2. Part B of this report is not for publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of the Local Government Act 1972 as it contains information classified as exempt under Schedule 12A of the Local Government Act 1972 in that it contains information relating to the financial or business affairs of any particular person (including the authority holding that information) and information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.

10.3. In all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

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Outline Business Case

Tottenham Hale / Wood Green District Energy Networks

London Borough of Haringey

RESTRICTED – COMMERCIAL IN CONFIDENCE

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Commercially sensitive

Glossary of Terms

ADPBS	Assistant Director for Planning, Building Safety and Sustainability
ALMO -	Arms-length management organisation
AoA	Articles of Association
ASHP	Air Source Heat-Pump
BaU	Business as Usual
BEIS	The Department of Business, Energy & Industrial Strategy
BRS	Benefits Realisation Strategy
BWF	Broadwater Farm Estate
CAP	Climate Action Plan
CapEx	Capital Expenditure
CCAS-OB	Climate Change and Sustainability Officer Board
CCAS-OG	Climate Change and Sustainability Officer Group
CHP	Combined Heat & Power
CIL	Community Infrastructure Levy
CLS	Company Limited by Shares
CO_2	Carbon Dioxide
CPO	Compulsory Purchase Order
CSB	Customer Service & Billing
CSF	Critical Success Factors
D&B	Design & Build
DCO	Development Control Order
DEEP	Decentralised Energy Enabling Project (run by GLA)
DEN	District Energy Network
DEPO	Decentralised Energy Purchasing Organisation (Run by Stoke Council)
EC	Energy Centre
EfW	Energy from Waste
ELENA	European Local Energy Assistance
ERDF	European Regional Development Fund
ERF	Energy Recovery Facility
ESCo	Energy Services Company
FBC	Full Business Case
FIDIC	International Federation of Consulting Engineers works contract
GBER	General Block Exemption Regulations
GHG	Greenhouse Gas
GHNF	Green Heat Network Fund
GLA	Greater London Authority
GPR	Ground Penetrating Radar
GSHP	Ground Source Heat Pump
GWh	Giga-Watt Hour
HESCO	Haringey Energy Services Company
HfH	Homes for Haringey
HN	Heat Network
HNDU	Heat Networks Delivery Unit
HNIP	Heat Networks Investment Project
HoT	Heads of Terms
HP	Heat Pump
HRA	Housing Revenue Account
HV	High Voltage
IRR	Internal Rate of Return
JCT	Joint Contracts Tribunal works contract
kWh	Kilo-Watt Hour

Commercially Sensitive

kWTh	Kilo-Watt Thermal
LBH	London Borough of Haringey
LEAF	Local Energy Assessment Fund
LZC	Low or Zero Carbon
$MtCO_2$	Mega-Tonnes of Carbon Dioxide
MWh	Mega-Watt Hour
NEC4	NEC works contract
NED	Non-Executive Director
NLHPP	The North London Heat and Power Project
NLWA	North London Waste Authority
NOx	Nitrous Oxide Emissions
NPPF	National Planning Policy Framework
NPV	Net Present Value
NT	North Tottenham
O&M	Operations & Maintenance
OBC	Outline Business Case
OpEx	Operational Expenditure
PMO	Project Management Officer
PPP	Public-Private Partnership
PWF	Preferred Way Forward
PWLB	Public Works Loan Board
PWN	Private Wire Network
RIBA 2/3/4	Royal Institute of British Architects plan of work design stages
RPIx	Retail Price Index
RSA	Residential Supply Agreement
S106	Section 106 Agreement
SA	Shareholder Agreement
SC	Shareholder Committee
SIRR	Social Internal Rate of Return
SNPV	Social Net Present Value
SOLR	Supplier of Last Resort
SPV	Special Purpose Vehicle
StA	St Ann’s
STPR	Strategic Transport Projects Review
TEM	Techno-Economic Model
TH	Tottenham Hale
ToR	Terms of Reference
UCR2016	The Utilities Contracts Regulations 2016
ULVOAPF	Upper Lea Valley Opportunity Area Planning Framework
VFM	Value for Money
WD	Woodberry Down
WEC	Woodward Energy Consulting
WG	Wood Green

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Foreword

Haringey Council is seeking to deliver both a reduction in carbon emissions to tackle the climate emergency as well as ambitious housing and economic growth in the borough to support community wealth-building and the recovery from Covid 19.

The purpose of this Outline Business Case (OBC) is to examine and set out the results of potential Decentralised Energy Networks (DENs) in Wood Green and Tottenham Hale, as a means of delivering low carbon heat to the regeneration of the two areas. The infrastructure investment provides an economic stimulus and availability of low carbon heating infrastructure also facilitates housing and other developments.

The Tottenham Hale DEN and Wood Green DEN are two distinct projects, with separate funding requirements. These have been considered under one OBC as they have common resourcing and commercial requirements, especially when considering the commercial structure proposed and the resourcing required to progress them towards delivery.

The Executive Summary for this OBC has been developed as a separate document. Similarly, the appendices referenced have been submitted as separate documents.

This OBC has been completed to HM Treasury's Green Book standard (as recommended for major projects of this scale) and includes 5-cases.

- Strategic Case – make the case for change and to demonstrate how it provides a strategic fit
- The Economic Case – identify the proposal that delivers best public value to society, including wider social and environmental effects
- The Commercial Case – demonstrate that the preferred option will result in a viable procurement and a well-structured Deal between the public sector and its service providers
- The Financial Case – demonstrate the affordability and funding of the preferred option, including the support of stakeholders and customers
- The Management Case – demonstrate that robust arrangements are in place for the delivery, monitoring and evaluation of the scheme.

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Section 1: Strategic Case

1. Strategic Background

1.1. Why Decarbonise?

1.1.1. Climate change is one of the greatest challenges facing mankind. In 2017, alongside other nations, the UK signed the Paris Agreement with the aim of limiting the global rise in temperature to 2°C (the increase where scientists advise impacts on humans are manageable). This commitment built on the already legally binding targets the UK had set itself in the Climate Change Act 2008 to reduce emissions by 80% by 2050.

1.1.2. In 2018, the United Nations International Panel on Climate Change announced that climate change was more advanced than initially thought and advised there were less than 12 years to achieve the necessary reductions in Greenhouse gases (GHGs) to stay within the 2◦C rise in global tempertures.

1.1.3. In 2019, Parliament voted to increase the savings required by the Climate Change Act to 100% and in doing so the UK became the first major economy to commit to a Net Zero target. At the same time, the Government commissioned the Climate Change Committee (the statutory body set up to advise and report on Government's progress in meeting the Climate Change Act) to consider whether the deadline of 2050 in the Climate Change Act could be bought forward.

1.1.4. Also in 2019, Haringey Council declared a Climate Emergency. The Council commissioned work on the Climate Action Plan investigating a deliverable and financially viable date by which date the borough could become Net Zero Carbon. In March 2021 Cabinet approved a the Borough Climate Change Action Plan with a target of being Net Zero Carbon by 2041. A key part of the Action Plan is to increase the generation and delivery of zero and low carbon energy to decarbonise our homes and businesses.

1.2. Why DENs?

1.2.1. Many of the solutions available to decarbonise our buildings are still under development and are not yet market ready (refer to Appendix A for further information and context). Therefore, the current UK thinking around the provision of Low Carbon Heat, as set out in the Heat and Buildings Strategy published in October 2021[1] "heat pumps will be a key technology for new buildings and buildings not connected to the gas grid, and heat networks will be a key technology in areas of high-density heat demand and where there are large low carbon heat sources". There is a growing consensus that low carbon heat can be supplied by two main categories of system:

1.2.2. **Installing individual Heat Pumps** – a heat pump can take ambient energy from the air, ground, water, or waste heat source, at a low temperature and upgrade it to be usable in buildings. They are electrically powered, and the air source heat pump (ASHP) version can be deployed in most buildings. However, they are both more expensive to install and more expensive to operate than gas boilers. Furthermore, mass roll out will require a major investment in the national grid (which will need to double in capacity).

1.2.3. **Installing Decentralised Energy Networks** (DENs) – Unlike ASHPs, DENs are highly location specific. The rationale for a DEN is that it brings the opportunities for scale to the doorstep of individual buildings that otherwise could not access said opportunity. For example, a DEN could tap into a body of water, or access multiple boreholes in the ground, or take heat from an Energy Recovery Facility, and ship it, via pipes buried into the ground to heat customers. If the heat sources are large enough and cheap enough, and the energy demand is sufficiently dense, it can be a cost-effective solution.

1.2.4. There is a recognition that heat networks are location specific and will not always be the right option. However, they have been identified as a 'low regrets' solution and government has provided extensive support, targeted at Local Authorities, over the last 5-10 years, to promote their growth.

[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1032119/heat-buildings-strategy.pdf

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1.2.5. In addition, the National Planning Policy Framework obliges the Council to identify areas suitable for DENs. The London Plan identifies priority areas where DENs are expected to be viable and these cover most of Haringey. The London Plan also requires Boroughs to establish future energy infrastructure requirements and develop energy master plans, see also section 1.4.

1.2.6. Further information on DENs and the wider energy landscape can be found in Appendix A.

1.3. Benefits from DENs?

1.3.1. While DENs constitute large, complicated pieces of energy infrastructure, they have broad social, economic and environmental benefits, affecting a wide geography and numerous stakeholders.

1.3.2. The two main **environmental benefits** involve reductions in **carbon emissions** and improvements to local **air quality**. In terms of carbon emissions, Haringey currently relies on natural gas for around 85% of its heating needs. This needs to be eliminated if the worst impacts of Climate Change are to be avoided and to meet UK targets. The DEN can deliver energy that is very close to zero carbon, depending on the source. In terms of air quality: transport is responsible for most of the air pollution in London, but natural gas-based heating currently accounts for around 25% of emissions of nitrous oxide (NOx). While more modern gas boilers have become cleaner, the technical limits are now being reached and continued use of gas boilers will create a floor in NOx emissions which will remain as transport emissions are reduced. The DEN can deliver energy with close to zero additional air quality impacts, depending on the source.

1.3.3. From an **economic perspective**, the DEN is not expected to be more expensive (to the consumer) than the current high carbon alternative (gas boilers) and can be beneficial to the local economy. As with gas and electricity networks, much of the cost of the DEN is in the distribution network. Unlike traditional energy networks however, heat networks do not have an established customer base, where the expansion of the network is easier to accommodate, and costs/risks can be shared widely. For a DEN the initial investment required to connect customers is significant and the cost depends on the overall density of the scheme and how quickly the demand materialises in order to share the cost of the network. However, in other parts of the country, not too dissimilar to Haringey, well designed and structured heat networks have been shown to deliver low carbon energy in a cost-effective manner.

1.3.4. From a **social perspective**, while consumer protection issues need to be considered, a DEN can offer a local decentralised energy network, whose profits and growth opportunities bring greater benefit to the local community when compared to gas and electric networks where charges flow to areas remote from Haringey.

1.4. Markets and Policy

1.4.1. In the UK, around 4% of homes (400,000) are currently served by DENs although these are predominantly at building level. Unsurprisingly, these are concentrated in urban centres and rely heavily on natural gas. In Iceland and Scandinavia, the market penetration of DENs is around 50%.

1.4.2. Projections from Department of Business, Energy and Industrial Strategy (BEIS) and the Committee on Climate Change are that the market share will need to increase to around 20% if the UK is to reach its climate change targets and that networks will need to switch from gas to greener energy sources, predominantly waste heat from industry and other processes and naturally occurring heat from e.g. rivers, mines and, where geology is suitable, geothermal resources.

1.4.3. The UK Government, via BEIS, has been investing heavily in heat network projects over the last several years. This includes a revenue support scheme targeted at Local Authorities (via the Heat Network Delivery Unit, HNDU), which has delivered £12M over 7 years (including c.£600k to Haringey). Consecutive capital grants schemes (the Heat Network Investment Programme, HNIP, and Green Heat Network Fund, GHNF) which together commit >£500M to the heat network market over an 8-year period running to 2025, have also promoted growth.

1.4.4. The Greater London Authority (GLA) also provides (primarily revenue) support to DEN projects. One such source is the £6M Decentralised Energy Enabling Programme, DEEP, which has provided around £450k to Haringey, and its £3.25M successor Local Energy Accelerator, LEA. The GLA also made a recent £0.75M capital grant to Enfield Council to pay for increased capacity in its network which safeguards extension into Haringey and Hackney.

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1.4.5. These schemes and others like them have created a buoyant Heat Network Market in the UK. Many of the big energy companies have heat network undertakings, and several high-profile energy companies from Europe, where heat networks have significant market share in the supply of heat, have also moved their heat network offerings to the UK.

1.4.6. There are large DENs in several London Boroughs and UK cities including Enfield (Energetik), Lewisham/Southwark (SELCHP), Newham/Hackney (the Olympic Park), Sheffield, Nottingham, Leeds, Coventry, Southampton and a variety of business models have been deployed in their set-up. Many of these schemes are led by the relevant Local Authority / Development Agency. Note this is exclusively the case where schemes serve multiple developments as is required in Haringey. A list of notable UK schemes is provided in Appendix B.

1.4.7. As a result of this growth, regulation of the market is changing. Following a market study into heat networks (conducted in 2018), Government has committed to introducing a heat network regulator and establishing a clearer market framework for heat networks. Government recently announced a forthcoming consultation on Heat Network Zoning which is essentially the creation of exclusive zones where (some or all) heat users are mandated to connect to a heat network. A wider Heat Policy Framework is also in the pipeline which will set wider policy for heat beyond heat networks. This will give greater clarity over how the costs of investing in heat networks (and other technologies) should be shared across society.

1.4.8. In the meantime, the National Planning Policy Framework[2] (NPPF) recognises the importance of heat networks and decentralised energy. For example, Paragraph 20 requires policies to set out an overall strategic vision for provision of energy (including heat) and Paragraph 151 requires Local Planning Authorities to provide a positive strategy to maximise deployment of low carbon heat.

1.4.9. Planning policy in central and inner London has been pro-heat networks since the London Plan was introduced in 2007. The heat network zone map (which can be found in Appendix B) from the new London Plan3 shows where new developments are required to install heat networks4, which also includes the vast majority of Haringey. The GLA has an extensive evidence base to support this which includes the heat density of London and the availability of waste heat.

1.4.10. In addition, the GLA's Upper Lea Valley Opportunity Area Planning Framework (ULVOAPF) identified the potential for a large heat network fed from the forthcoming Energy Recovery Facility (ERF) in Edmonton being built by the North London Waste Authority and set delivery of a heat network across the Lea Valley as an objective.

1.4.11. Haringey's own planning policy5, which needs to be in conformity with the London Plan, is also supportive of heat networks. Policy DM22 requires development in certain areas to be designed to connect to heat networks. The Council also uses planning conditions and obligations to support and promote DENs (and DEN connections) within developments, including mechanisms to generate connection payments. It also uses its planning obligations to get developers to provide infrastructure to support DENs (e.g. as at Clarendon Square in Wood Green where the developer is required to provide a DEN energy centre).

1.4.12. Haringey's evidence base for these policies includes the Decentralised Energy Masterplan6 which analysed opportunities for decentralised energy/heat networks in the borough. The Decentralised Energy Masterplan was funded and commissioned by the GLA and essentially links supply and demand. It shows that there is enough waste heat available from the forthcoming ERF at Edmonton to heat the tens of thousands of homes planned by Haringey's strategic planning policies. These findings were further supported by individual studies into North Tottenham, Tottenham Hale and Wood Green, all of which were funded by central government.

1.4.13. The rationale for intervention is set out in Figure 1.4-13 below.

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[2] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
[3] https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan
[4] Planning policy requires developers to install heat network across their development so that they can readily be connected to a larger network if that network comes forward. There are accompanying obligations requiring developers to connect to the network if it is shown to be commercially viable. The role of exploring the larger network between developments sits with the Local Planning Authority by virtue of the National Planning Policy Framework and (in London) the London Plan.
[5] https://www.haringey.gov.uk/sites/haringeygovuk/files/06_haringey_dmp_dtp_221215.pdf
[6] https://www.haringey.gov.uk/sites/haringeygovuk/files/160107_haringey_emp_report_rev7.pdf



Figure 1.4-13 - Rationale for Intervention

1.4.14. Further information can be found in Appendix B.

1.5. DEN Opportunity in Haringey

1.5.1. There are two complimentary opportunities in Haringey; growth in demand for green heat and several green sources of supply.

1.5.2. A significant source of heat is the North London Waste Authority's forthcoming ERF, which will produce enough low cost, low carbon heat to supply 60,000 homes. The proximity of the ERF to the demand highlighted below means Haringey is exceptionally placed to build a DEN.

1.5.3. In addition, there are several sources of affordable low carbon heat in close proximity to Haringey. including the River Lea and reservoirs, several tube ventilation shafts as well as scope to install specific low carbon plant such as CHP or air source heat pumps.

1.5.4. The density of heat demand in Haringey is high and, in some parts, the Borough is experiencing major growth. In particular, there are large pockets of heat demand which have been highlighted as being suitable for DENs. The six core areas in and around Haringey include:

1. Growth around the Tottenham Hotspur Stadium, High Road West and Northumberland Park in **North Tottenham**;
2. Growth in **Tottenham Hale** around Ferry Island, Ashley Road and Hale Village;
3. Growth in **Wood Green** initially focussed on Clarendon Square, the Chocolate Factory and several other schemes;
4. The recently refurbished and expanded heating system at the Councils' **Broadwater Farm Estate**;

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5. An anticipated large heating system serving new homes and the remaining NHS facilities at the **St Ann's** Hospital in southern Haringey; and
6. The large regeneration scheme at **Woodberry Down** in Hackney.

1.6. Why should the Council Promote DENs?

1.6.1. Although the DEN market in the UK is buoyant, this is due primarily to local authorities responding to policy from central government (see1.4.6). In the absence of local authority action, there is a market failure around the delivery of DENs. While there is a need for low carbon heat, there is a missing market and there are no providers available to lead on assembling projects serving multiple developments.

1.6.2. This is because there is imperfect competition between DENs and traditional energy networks. The traditional networks have advantages conferred on them through their pre-existing scale, regulatory advantages (such as compulsory purchase powers and rights to install apparatus in the public highway) and due to the fact that the price of traditional energy sources does not fully include the cost of air quality and climate change impacts associated with their use.

1.6.3. In the absence of a regulated market framework and Heat Network Zoning, which government is currently looking at implementing, planning policy is the only real lever for delivering heat networks and local authorities are uniquely placed to promote DENs. However, even planning policy has some significant shortcomings because the delivery of large heat networks requires significant coordination across multiple developments to deliver infrastructure outside of the scope of an individual developer. This comes back to the market failure and the absence of DEN providers. If planning policy can require developers to connect to DENs, additional steps are needed to ensure a DEN provider materialises.

1.6.4. The Council has recognised this and in response to the shortcomings of planning policy and as a lever for implementing large DENs, there are additional commitments in the Borough Plan[7] and in the Climate Change Action Plan. The Borough Plan includes the following under the Place theme: *Lead on the delivery of an energy network where more sustainable energy is generated for use within the Borough & Explore setting up an alternative local or regional energy savings company(s) that would serve our community by helping to tackle fuel poverty.*

1.6.5. The borough's Climate Change Action Plan8 includes commitments under Objective E3 to deliver business cases for the Wood Green and Tottenham Hale DENs and, subject to viability, progress the schemes through commercialisation in 2022 and move to operation in 2024.

1.6.6. Obligations on Local Planning Authorities through the NPPF and Boroughs through the London Plan place the emphasis on the Council to coordinate creation of opportunities for large heat networks.

1.6.7. The Council is well placed to create the supportive strategy required by the NPPF by, for example:

- committing to buy energy from a network,
- offering Council land to house key assets,
- using wider powers (e.g. compulsory purchase and powers to install apparatus in the public highway) to support delivery,
- using planning obligations to ensure wider connectivity,
- committing Strategic Community Infrastructure Levy and s106 funds and
- providing access to wider government financial support for investigating heat networks.

This places the Council in an exclusive position to lead on the creation of DEN opportunities. By combining its role in planning policy with its wider powers and its ability to have a long-term view and bearing in mind it will be managing DENs on its own large development sites and existing Council

[7] https://www.haringey.gov.uk/sites/haringeygovuk/files/borough_plan_2019-23.pdf
[8] https://www.minutes.haringey.gov.uk/documents/s115041/Appendix%201%20Haringey%20Climate%20Change%20Action%20Plan%20-%2026-02-2020%20Clean.pdf

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housing estates, the Council is well placed to promote and grow DENs and ensure that the associated benefits are realised.

1.6.8. Without a coordinated approach these new developments, which include the Council's own new Council housing developments, will develop plot by plot solutions. These are expected to have high life cycle costs to end users and the opportunity to create a cost-effective decarbonised district heat solution will be lost.

1.6.9. By taking an active interest in the set-up of DENs, the Council can ensure:

- schemes are developed in a way that take into account the Council's strategic priorities
- that energy infrastructure is put in place which is expected to be considerably lower cost than alternative methods of decarbonising heat leading to lower energy costs for local residents and businesses in the long-term
- in addition, that residents most in need will have additional protections
- that commercial arrangements ensure checks and balances are in place on monopoly heat suppliers (prior to the government introducing regulation)
-

1.6.10. A more active role in delivery would give the Council even more control over delivery of the benefits set out in 1.6.9.

1.6.11. Please refer to Appendix B for further information.

1.7. Why Now?

Borough-wide Timing Opportunities

1.7.1. The Council declared a Climate Emergency in 2019 and published a borough Climate Change Action Plan (CCAP). This gives an urgency to carbon saving projects. For the DENs, the CCAP included a target to deliver OBCs by Summer 2021, then, subject to viability, complete commercialisation in 2022 and start supplying energy in 2024.

1.7.2. The Council has built up a significant latent demand for heat in buildings which are currently under construction or about to start on site through its planning policies. These require private developers to connect to DENs if the projects materialise and make a reasonable commercial offer to the developer. However, it is easier for the Council to make a commercially viable offer to developers while sites are under construction and the planning agreements with some large customers expire in the near future. If the Council does not move now, the customer base begins to evaporate.

1.7.3. There is a government capital grant programme, the Heat Network Investment Project (HNIP), which can provide significant grant funding to the Projects as well as subsidised, almost zero interest loans (the subsidy in the loan is equivalent to a grant – see 2.12 for more detail). HNIP is accepting applications until October 2021. Projects need to demonstrate feasibility when applying but then need to demonstrate further progress in commercialisation to draw down funds by March 2022. While HNIP will be followed by the £190m Green Heat Network Fund (GHNF) starting in April 2022, this is likely to be too late to deliver the projects as set out in this report. However, it may provide an opportunity to deliver further extensions.

1.7.4. Enfield Council, with funding secured from HNIP, is also now starting to build out a DEN from the waste facility in Edmonton to serve Meridian Water and Enfield council housing sites around Fore Street. The Mayor of London has provided additional funding to ensure this system has capacity to supply Haringey and Hackney. This significantly reduces the risk over where Haringey would source a long-term low carbon heat supply from and allows the Council to move ahead more confidently with its DEN programme.

Tottenham Hale Timing

1.7.5. In Tottenham Hale, the Council has entered into numerous planning agreements with developers since 2017. Most of these developers have since commenced construction of their schemes.

1.7.6. The planning agreements were put in place following feasibility work in 2016 which showed a DEN was feasible. These agreements see the developments as customers of an area wide DEN and

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commit the Council to making offers (to the developers). However, the offers will be more commercially attractive if they can be concluded before the sites are complete. From a practical perspective, it is clearly better to install the DEN infrastructure before these sites are complete to avoid having to dig up the brand-new public realm. However, this will require relatively high spend on enabling works. This will be at risk as they will be installed prior to a decision on the deliverability of the wider scheme.

1.7.7. Central government HNIP funding is on offer and the TH scheme is eligible for significant funding (indeed, an application has been made based on the project described in this OBC and a time-limited funding offer is now on the table – see sections 4.3 and 5.7 for more detail of the funding.

Wood Green Timing

1.7.8. In Wood Green, the Council has entered into a planning agreement with St William, developer of c.1,800 new homes at Clarendon Square. The development agreement requires:

- St William to provide an Energy Centre (a building to house a central DEN plant) to the Council;
- The Council to make a final offer to St William to supply the Clarendon Square site from the energy centre by October 2022;
- If the Council is to hit this date, considerable work needs to be done to finalise the business case and that work needs to start now.

1.7.9. The planning obligations described above were implemented in 2017 based on early feasibility work for the DEN. This OBC updates the feasibility for progressing the DEN in Wood Green. However, there is still substantial commercialisation work to be done to develop the feasibility work to the point where the Council can make a final offer to St William. A decision is needed now on whether to proceed with the Council DEN scheme to the next stage in order to be able to progress the commercialisation work.

1.7.10. The Council has similar planning agreements with other developments in Wood Green (most of which are not yet on site). These agreements envisage the sites would be customers of the DEN. There are similar commitments on the Council to make offers to these sites although the timeframes are longer.

1.7.11. The Council is potentially developing a new headquarters in Wood Green to rationalise its operational buildings. The new HQ is a potential customer of the DEN and could help address Council commitments to green its portfolio of operational buildings.

1.7.12. A successful HNIP application has also been made for the Wood Green DEN (based on the project described in this OBC) and this offer is time-limited. See sections 4.3 and 5.7 for more detail of the funding.

1.7.13. While there is an option to extend the network further to St Ann's and Woodberry Down, no firm plans exist for implementing such an extension and this business case does not consider connecting them other than to highlight the opportunity. There are a variety of ways that project could be set-up and a separate business case would be required. Scope of the Projects

1.7.14. This Outline Business Case (OBC) aims to assess the case for change and develop the first two phases of a large Decentralised Energy Network (DEN) in Haringey (the "Projects"). These Projects are concerned with delivering affordable low carbon heat to homes and businesses in Haringey and form part of an ongoing Council programme of DENs. The two projects being presented under this OBC are Tottenham Hale (including Broadwater Farm) (TH); and Wood Green (WG).

1.7.15. While HNIP bids have been submitted with defined scopes and proposals to use the ERF as the low carbon heat source (as described in this OBC), the starting position for the two projects was to consider all potential scopes and options for sourcing heat.

1.7.16. The **Tottenham Hale (TH) DEN** is developed around the redevelopment of Tottenham Hale, undertaken by Argent and includes neighbouring sites along Ashley Road with Berkeley Square Developments, Notting Hill Genesis and the Council itself. There is a requirement that these developments are future proofed for DEN delivery. Many of the technical requirements to deliver this have already been secured through the planning process. The TH scheme is also close to Broadwater Farm (BWF) where the Council recently invested £12m on refurbishing and growing its

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existing community heating network[9]. There is potential to link the two neighbourhood schemes together. Various heat sources are available including CHP, ground, air and water source heat pumps and the ERF. Maps showing the TH site can be found in the Economic Case 2.18.2, The Tottenham Hale DEN, Figure 2.19-1.

1.7.17. The **Wood Green (WG) DEN** is developed around the Clarendon Square development undertaken by Berkeley Group. In addition to this, there are developments underway on the Chocolate Factory site, Iceland site and Petrol Filling Station Site. There are also new Council offices planned in the area and the potential improvement and redevelopment of the library and potential to connect the iconic Alexandra Palace to the scheme supplementing the iconic building's existing boiler systems. As in TH there will be a requirement that these developments are future proofed for DEN delivery. Many of the technical requirements to deliver this have been or will be secured through the planning process. Various heat sources are available including CHP, ground, air and water source heat pumps and the ERF. Maps showing the WG site can be found in the Economic Case, Section 2.31, The Wood Green DEN, Figure 2.32-1a.

1.7.18. Both the physical scope and commercial scope of these neighbourhood DENs need to be considered, bearing in mind they are anticipated to form part of a larger network serving an area across eastern Haringey and connecting into adjoining boroughs as indicated in the Decentralised Energy Masterplan. It is therefore important to consider opportunities and risks associated with the four other neighbourhood scale DENs, namely **North Tottenham (NT), Broadwater Farm (BFW), St Ann's (StA) and Woodberry Down (WD)**. This has been considered in the Economic Case**.**

- **North Tottenham** – An OBC for a heat network was approved by Cabinet in January 2017[10] for regeneration focused around the High Road West area. This is moving forward again now that funding issues are being resolved.
- **Broadwater Farm** – The BWF Estate district heating scheme currently serves 937 existing homes across 11 blocks and two schools. One of the high-rise blocks is to be demolished which will reduce the load to 835 homes and two schools, but redevelopment of the estate will see the Council add approximately another 350 new homes to the system over the next 5 years.
- **St Ann's** – this regeneration project at a former NHS hospital site for new homes, will be implementing a DEN (to include neighbouring NHS buildings where viable).
- **Woodberry Down** – this scheme in Hackney is one of the largest regeneration projects in London. Berkeley Homes has already built over 2,000 new homes and anticipate completing 7,000 homes by 2040. The homes built to date are in blocks of flats heated by communal systems and are required to connect to a development wide DEN from 2025.

1.7.19. The Commercial Case and Management Case will consider how the two projects at TH and WG fit with the Council's wider DEN projects at NT, BWF and the new HRA properties.

1.7.20. When considering the scope of the DENs the key questions posed are scale, phasing and structure. For example, do Haringey: Form a DEN in a single neighbourhood and seek to grow outwards from there; or Form several DENs in different neighbourhoods, aiming that eventually they will all interconnect; or Form a single DEN covering the majority of the Borough from day one. Based on the answer, how is the build phased and funded and what commercial structure(s) and delivery vehicle(s) should be deployed?

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[9] https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=58353
[10] https://www.minutes.haringey.gov.uk/ieListDocuments.aspx?CId=118&MId=7849

1.8. Project Objectives

Table 1.8- Project Objectives

Project Objectives
1. Viability – to maximise income and minimise cost and risk so that the scheme is affordable (to investors) / investible and financially sustainable.
2. Leadership – to demonstrate the Council's ambition and leadership in reducing carbon emissions from new and existing buildings in Haringey in line with the Climate Emergency, emerging Climate Action Plan, Borough Plan, planning policy and wider national and international policies.
3. Customer First – to provide a. energy at a fair price[11]; and b. deliver excellent levels of customer service and customer protection.
4. Programme – to minimise disruption to residents and the local community and avoid clashes with concurrent delivery programmes.
5. Community Engagement – to engage with and get buy in for the project from the local community and developers as well as building trust in the Council to deliver low carbon infrastructure in support of community and developer needs
6. Community Wealth – to provide a stimulus to the local economy by retaining wealth locally, building the local supply chain and by providing job opportunities throughout construction and operation.
7. Capacity Building – to act as a catalyst for the development of further decarbonisation projects in the Borough through in-house capacity and knowledge building.

1.8.1. The priority given to different objectives is important where objectives are not fully aligned or even in opposition. For example, Viability is enhanced by setting the price of energy sold to customers to be higher, whereas Customer-First, encourages lower prices. The objectives will prioritise Viability because Customer-First will not benefit if their supplier goes bankrupt. However, there is clearly a tension between the supply business' profits and costs for customers that will need to be considered throughout the OBC.

1.8.2. A DEN's ability to gain customers will be critically affected by its prices which must be affordable. What is affordable is likely to be set by reference to wider energy markets and so this will act to place a limit on charges. This issue and additional red lines, in the form of Critical Success Factors, are discussed in the section 2.2.

[11] A 'fair price' means certainly no higher than the price of a realistic alternative heating system – see Critical Success Factors in the Economic Case – or if the scheme is sufficiently profitable, prices will be reduced to share benefits with customers

1.10. Impacts expected

Benefits being sought

1.10.1. The table below sets out the primary quantifiable benefits from the project and how these can be measured. No particular targets have been set at this time as these will be informed by the specifics of the projects and revisited in the Benefits Realisation Plan in Appendix C.

Table 1.10-1 1 Project Benefits

Objectives	Main benefits by stakeholder group / customer
1 Viability	Viability can be measured by examining the post-tax, post-finance revenues from the projects. The beneficiaries are the investors in the project (and, of course, none of the other objectives can be achieved if the project does not proceed)
2 Environmental	Quantifiable environmental benefits from the projects include carbon and NOx emissions reductions both of which can be determined by calculating the emissions that gas boilers would have produced. Local air quality improvement should also be measurable although local air quality is dependent on numerous factors. The general public benefits from carbon emission reductions and residents of Haringey will benefit from improved air quality.
3 Customer First	Customer protection can be measured through a variety of means including: • Benchmarking of costs against conventional methods including specifically considering costs faced by customers most in need; • Compliance with Heat Trust requirements over consumer protection; • The level of complaints and compensation paid to customers • Lower levels of service interruption/high levels of fault rectification; and • Surveys showing above average levels of customer satisfaction. Customers, and residential customers in particular, benefit from these areas. There are also reputational benefits for the scheme.
4 Programme	It is difficult to evidence how well the projects avoid clashes with other ongoing developments and the extent to which the projects manage to minimise disruption. However, other projects will be unwilling to engage with the projects where there are clashes (and so successfully acquiring customers from ongoing developments can be considered a proxy for this). In terms of disruption, properly factoring in disruption to analysis of options for installing pipes (e.g. via cost benefit analysis) can help to minimise this (although the benefits quantified here will be based on assumptions in the assessment methodology). Any development will be required to comply with various statutory requirements and monitoring compliance with these restrictions provides further measurable criteria.
5 Community Engagement	There are various techniques to monitor the effectiveness of community engagement through e.g. monitoring numbers of attendees at events, demographic analysis of participants and surveys of residents to understand e.g. levels of trust, extent to which issues are understood, representativeness etc. It is society in general that benefits from improved engagement as it should help lead to better project implementation and less conflict with stakeholders.
6 Community Wealth	Community wealth impacts which can be measured include: • Number of apprenticeships during construction • Creation of additional jobs • Proportion of turnover which is in-sourced • Closer working between supply chain and local schools/community groups The benefits flow primarily to residents in Haringey
7 Capacity Building	Evidence of capacity building includes: • Continuing investment and growth of the DENs and investment in other energy projects • Number of employees with professional membership of energy or engineering institutes • Recognition in energy project awards The Council is the primary beneficiary from a more skilled work force but also creates opportunities for local workers.

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Other impacts

1.10.2. Constructing the DEN will lead to disruption around the energy centres in Tottenham Hale and Wood Green. However, the most disruptive aspect of the project arises from works to install the network in the highway, which will affect road users, residents and businesses along the route of the network.

1.10.3. These negative impacts are captured via the objectives around 'Programme' (where there is an objective to minimise disruption) and 'Community Engagement' (where there are goals to consult properly and build trust with stakeholders).

1.11. Inter-Dependencies, Assumptions & Constraints

1.11.1. The analysis in this report is interlinked with several other projects and wider policy.

1.11.2. The Projects rely on supplying energy to a mix of existing buildings and new developments. Many of these sites are controlled by the Council or have planning obligations to connect and buy energy if a commercially viable offer is made. It is assumed that the offer set out in this business case, which is in line with the terms agreed at other similar schemes, is viable and so the Council and new build schemes will connect on those terms.

1.11.3. It is also assumed that the development sites identified in the business case will come forward. The assumed quantum and timing of development has been estimated in conjunction with colleagues in regeneration and planning and sensitivity analysis has been conducted to understand the risks.

1.11.4. The detailed development programme along with individual sites is explained in more detail in the Economic Case.

1.11.5. It is assumed that the North London Waste Authority's ERF will be delivered on programme and will supply heat to the DEN via Enfield Council's Meridian Water scheme on terms set out in this report (which have been informed through discussion with Enfield Council whose negotiations with NLWA are well progressed).

1.11.6. Planning policies including the National Planning Policy Framework, London Plan and Haringey's own development framework are also supportive to the project as are current Building Regulations. It is assumed this will continue or become more favourable to DENs (e.g. through the implementation of Heat Zoning, a clearer market framework and market regulation).

1.11.7. It is also assumed that a level of financial support for DENs will continue to be available from central government, e.g. HNIP and the Green Heat Network Fund, whose role it is to promote the growth of DENs and drive the UK towards Net Zero Carbon.

1.12. High Level Risks

1.12.1. Below are the key thematic risks associated with these projects.

Table 1.12-2 - H/L Risks

Risks	Mitigation
Not Achieving Environmental and Financial Targets	Due diligence and risk analysis of projects
Large upfront unpalatable capital investment	Apply for central government grants where possible
Impact of implementing large disruptive projects	Coordinate with Council's works masterplan
Missing key strategic opportunities	Strong leadership and decision making
Inadequate resource to deliver on ambitions	Build in resource requirements into OBC
Taking on roles the council is unfamiliar with	Internal or external development of competencies required
Delays in decision making	Clean and uncomplicated governance
Cost & Programme Overrun	Strong PMO team to manage the project
Reputational Impact	Stakeholder engagement & clear definition of roles and risk

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Section 2: Economic Case

2.1. Purpose of Economic Case

2.1.1. The Economic Case covers optioneering to select a preferred way forward from a longlist of options. The document sets out the evidence-based assessment, risk and sensitivity analysis undertaken to arrive at a recommended preferred option for the scheme. The preferred option will then be developed in the later cases (Commercial, Financial and Management) which set out how the preferred option can be delivered.

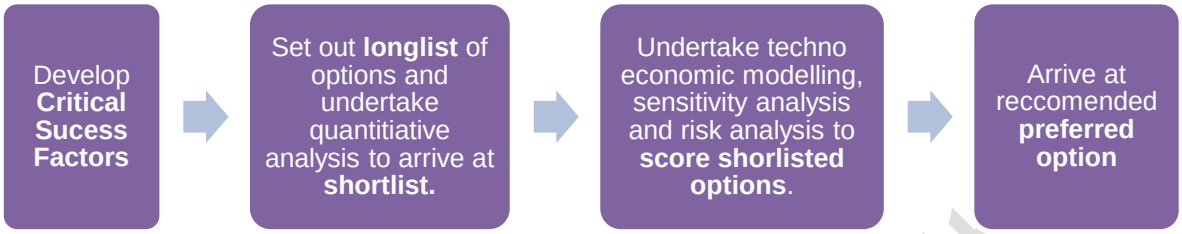


Figure 2.1-1 - Longlist to Preferred Option Process

2.1.2. The process of developing the technical solution is set out in Figure 2.1-1 above.

2.1.3. The content of this case assumes a basic understanding of technical issues around the design of DENs. Less technical readers are advised to first read Appendix A.

2.2. Critical Success Factors

2.2.1. A list of Critical Success Factors (effectively red lines for the project) was developed by officers, covering all key aspects of project deliverability relevant to heat networks and reflecting the project's objectives. The purpose of Critical Success Factors (CSF) is to provide a structured and transparent method for assessing the various options.

Table 2.2-1 - Critical Success Factors (CSFs)

	Critical Success Factors
1	**1A** The scheme must ensure **no customer detriment** vs. alternative heating systems in terms of price, quality of service and consumer protection. **1B** The commercial set-up and ongoing management must be **robust** to ensure the **standard of service** is maintained at a **high level**.
2	The scheme must have a clear strategy for providing an **affordable, secure, low carbon supply of heat** in the short, medium and long-term.
3	The project must meet all investors' **internal hurdle rates** and risk appetites (the precise rates/appetites TBC) but will be a return on investment commensurate with the level of project risk; grant funders will require sufficient confidence that a suitable **benefit to society** will arise to warrant grant funding.
4	The scheme must be sufficiently attractive to developers and customers to ensure connection and agreement of long-term supply contracts and **future growth of the scheme** (bearing in mind planning and other policies can be assumed to provide an onus to connect).
5	Scheme delivery must be **within the constraints of the wider development programme and be implemented with manageable levels of disruption** to concurrent delivery projects.
6	The project must be implemented in a way which is consistent with the Council's internal standing orders and policies and be lawful including: a. The operation of the scheme must fall within the **required noise and emission limits** and cause minimum disruption to the wider community. b. The project must be set up and **procured in accordance with the Council's procurement strategy and policies** on community wealth generation, social value, insourcing, etc.). **The community must have the opportunity to input at various stages.** As a minimum this will be in line with statutory/regulatory requirements for consultation e.g. from planning & housing management services and on Key Decisions taken by the Council but also as part of the voluntary consultation on the Climate Change Action Plan.

	Critical Success Factors
7	**Project risks** must be clearly identified (and quantified where possible) and a robust risk management process must be followed to mitigate risks and keep them within an acceptable level.
8	A **clear exit strategy** must be available to the Council, at all times.

2.3. Long List

2.3.1. To establish a longlist of technology options, we need to define the key characteristics of the schemes we will evaluate.

2.3.2. DENs have a number of key parameters which shape the network. The ones relevant to Tottenham Hale (TH) and Wood Green (WG) are as follows:

- Network Extent;
- Low, Zero Carbon Technology type;
- Energy Centre Strategy;
- Network Capacity; and
- Network Route

2.3.3. Each of these parameters in turn have a number of configurations, which result in several hundred scheme permutations. It is not practical or efficient to consider all possible scheme permutations, so each is reviewed in relation to the scheme, including or excluding options to narrow down the number of permutations that will be shortlisted.

2.3.4. This section outlines the parameters which are relevant for both TH and WG and in turn set out the rationale for excluding or including some options over others. The retained variables are then shortlisted and taken forward for further detailed analysis.

2.3.5. Scheme specific variables for each network are discussed in Sections 2.17 and 2.30.

2.4. Network Extents

2.4.1. The network extent sets out the ambition and scale of the network. It influences the number of customers, and subsequently the amount of heat (and power) sales and volume of benefit the scheme can deliver.

2.4.2. For both TH and WG, officers in planning, housing, regeneration and related areas were contacted to identify sites viable for connection to a heat network. These officers also advised on the likelihood of a scheme progressing and associated risks. The selection of sites focussed on newbuild developments and large existing buildings with heating systems that could easily be connected to the DEN as potential customers.

2.4.3. Note that while connecting small residential buildings, such as terraced or semi-detached homes, is technically possible, it is cost-prohibitive to do so and so these sites have been ruled out.

2.4.4. Similarly, the viable network extent with respect to larger customers is dependent on cost effectiveness of connection. This in turn is affected by the cost of producing heat and connecting customers. While the cost of connecting customers is similar for all heat sources, the cost of supplying them varies and so the network extent will differ depending on choice of heat source which is discussed in the next section.

2.5. Low, Zero Carbon (LZC) Technology

2.5.1. As DENs are built to be low carbon, an LZC technology will be the lead source of heat supply although this will be backed up to a degree by other plant which may be higher carbon.

2.5.2. There are a number of LZC technology options, each with differing characteristics in terms of fuel/energy source, costs, revenues, performance and environmental benefits. Some of the relevant options to TH and WG are:

- CHP (Combined Heat and Power) using natural gas or biomass

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- EfW – Energy from Waste from an ERF (Energy Recovery Facility) making use of unwanted heat
- Heat Pumps – electrically powered systems taking ambient heat and upgrading it to be useful in buildings. The ambient heat could come from:
  - Ground or Water Open Loop configuration (where water is taken from the ground/water body, heat is extracted and the cooled water is then returned to the source)
  - Ground or Water Closed Loop configuration (where water is circulated over and over)
  - Air Source Heat Pump (which takes energy from the air)

2.5.3. Detailed information on the relative advantages and disadvantages of each technology is summarised in Appendix R.

2.6. Energy Centre Strategy

2.6.1. There are three main options in selecting a preferred Energy Centre (EC) strategy, which also has a direct impact on the network strategy (as the network needs to be sized to *at least* match the output of the EC). These options are:

- Number and Location of Energy Centres:
  - To have a single centralised energy centre; or
  - multiple distributed energy centres, including locating plant on customer sites.
- Type/reliability of Heat Generation at each location
  - Baseload heat: The baseload is the consistent amount of heat needed by the users of the DEN. Typically this makes up the majority of the annual heat demand and is supplied from LZCs, which as well as being greener, typically have a lower operating cost. Often supply of baseload heat is increased by combining LZC plant with thermal storage (storage of hot water) which allows the LZC plant to deliver a greater share of the demand by storing energy produced at times when demand is low for use at a later time.
  - Peak heat: The peak is the instantaneous maximum heat demand during a year. Typically, gas boilers are used to meet this peak demand as they are not needed all the time and are relatively cost effective and space efficient to install. These boilers also provide back-up to the LZC to improve resilience (as does provision of spare boilers).
  - Further information on baseload and peak demand heat can be found in Appendix D
- Phasing and location
  - How the EC(s) is (are) built out (is an initial oversized building provided and then filled up with plant in phases or are new ECs added as new customers connect?) is linked to the expected size of the network and when new loads come online. There is a balance between up-front cost and risk.
  - Location of the base load (LZC) and peaking plant (gas boilers) is a key consideration for the EC strategy and has a knock-on effect on the network extent and routing.

2.6.2. The EC strategy (detailed in Appendix D) is generally to minimise the up-front space that needs to be funded by the project to minimise upfront capital cost. Generally, LZC and thermal storage plant will be centralised to benefit from economies of scale and sized to ensure the LZC meets most of the annual heat demand (70 to 95% ideally). The remaining peak heat capacity and resilience needs shall be met by gas fired boilers but these may be distributed in several ECs.

2.6.3. The number of ECs and their locations varies from scheme to scheme and option to option. There are some economies of scale from centralising but these are not as strong as with LZCs and so the number of locations for peak plant will tend to be higher. Generally the recommended strategy is to size the initial energy centre to provide the peak capacity of the initial scheme only. Subsequently, and as the DEN grows, the strategy will be to utilise new additional ECs or retain existing plant as sites connect to provide additional generation capacity via smaller satellite ECs, which will meet local peak demand when required. While this is less optimal from an economic and operational perspective, it minimises risk.

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2.6.4. Note that in Wood Green, a developer is required to provide a single large EC on behalf of the DEN and so the recommended strategy is to take advantage of this single large energy centre as the obligation on the developer takes the cost/risk away from the DEN project.

2.7. Network Capacity

2.7.1. The pipe diameter determines the capacity of the network to deliver heat. Larger diameter pipes can deliver more hot water and therefore more heat. However, larger pipe is more expensive to install, operate and replace so the network capacity must be optimised between cost, providing flexibility and the future capacity to expand.

2.7.2. Pipework for both networks shall be sized from day one to serve all the sites identified to connect in the short, medium and long term. The pipes shall also be sized according to the EC strategy e.g. if local gas boilers are available to meet peak demands on a development, then the pipe up to the site shall be sized to only meet the baseload demand. This will mean that the pipework to the site is at an optimised size reducing upfront capital costs.

2.7.3. Whilst the network capacity developed during the initial design stages are based on expected sites, there is flexibility to adapt the network (within limits). Changes to operating temperatures or flow rates will be accommodated by oversizing the pipes in the early stages, becoming more defined as the project progresses.

2.7.4. This approach minimises cost by providing flexibility for the future build out and allows the network and EC strategy to adapt to an expanded scheme in a cost-effective manner.

2.8. Network Routes

2.8.1. The network route needs to be carefully considered to ensure the schemes are as efficient and cost effective as possible. Final routing is influenced by several factors, a lot of which is determined in the detailed stages of project development. These factors include site surveys and ground investigations which will help identify what is installed below the surface.

2.8.2. For this OBC the network routes will be developed to an outline design stage, in order to ascertain reasonable cost estimates for connecting selected sites. This routing will be based on:

- Making the most efficient connections from the EC to the buildings and minimising the network length;
- The use of existing roads and pathways where public ownership enables development;
- The use of landscaped / pedestrian areas to reduce disruption to transport routes and allow lower cost installation; and
- The use of minor roads where utility congestion may be reduced and where traffic disruption can be minimised.

2.9. Methodology for Shortlist Options Analysis

2.9.1. Following consideration of the five parameters above, three main heat network options were developed for TH and three for WG (although there are some sub-options in TH). The shortlisted options for each neighbourhood were analysed using a combination of qualitative and quantitative assessment criteria as set out below.

2.9.2. As well as the heat network options, 'Do Nothing' or counterfactual[12] scenarios were also developed as a comparator. See Sections 2.24 and 2.37 for more details of these options. The following sets out how the options were assessed, leading to a preferred way forward.

2.10. Techno-Economic Modelling (Quantitative)

2.10.1. A Techno-Economic Model (TEM) was developed for each network. A TEM is a model that combines the technical solution with economic performance and uses inputs such as projected build out, system performance, capital costs and operational costs. It combines financial and

[12] Counterfactual simply means the thing that would have been expected to have happened if we did not implement the project.

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environmental performance to produce economic metrics allowing comparison of options against the 'Do Nothing' scenario and each other.

2.10.2. A table containing a full list of inputs to each TEM is included in Appendices E and F, along with a table presenting the capital cost breakdown for all options considered.

2.10.3. The key economic metrics provided by the TEM are:

- **Net Present Value (NPV)** – the yield of the investment based on the capital, costs and returns over time, together with the discount factor.
- **Internal Rate of Return (IRR)** – the internal rate of return on the investment. The IRR is equivalent to the discount rate that would be applied to a series of cashflows to obtain an NPV of zero.
- **Social Net Present Value (SNPV) –** As per NPV but including the notional monetisation of non-cashable impacts. In this case the Air Quality impact and Carbon savings.
- **Social Internal Rate of Return (SIRR)** – As per IRR but including the notional monetisation of non-cashable impacts.

2.11. Boundaries in Economic Analysis

2.11.1. The boundaries set out the perspective that the project is assessed from, and what benefits and charges are to be quantified in the project's cashflow. Some of the impacts of the project result in a benefit to one group and an equal cost to another. If both of these groups are within the boundary under consideration, the impacts cancel one another out. However, if the analysis boundary is shifted to exclude one of the groups, the perspective of the project will shift.

2.11.2. An example is grant funding. If looking at the project from a UK perspective, a grant from national government is income to the project, but an equal and opposite cost to society which cancels it out. However, if we set the boundary to be Haringey, the grant is still seen as income to the local area, but the cost borne by the rest of the UK is no longer considered within the analysis as a factor meaning a grant from national government is a net benefit.

2.11.3. Table below sets out the main benefits and charges arising from the DEN project, and how they can be evaluated at the three main boundaries.

2.11.4. The Economic analysis undertaken for the OBC has been undertaken at the project level for the NPV, IRR, Social NPV and Social IRR calculations.

Table 2.11-4: Boundaries in Economic Analysis

Benefit / Charges	Boundaries		
	Project	Haringey	Society / UK
CIL (Community Infrastructure Levy): *Haringey to Project (Local Transfer)*	Included	Transfer	Transfer
HNIP (Grant Funding): *UK Gov to Haringey (National Transfer*)	Included	Included	Transfer
Private Wire Network/Levy Avoidance: *National Grid to Haringey (National Transfer)*	Included	Included	Transfer
AQ Benefits: *Direct benefit from project*	Included	Included	Included
Carbon Emissions Benefits: *Direct benefit from project*	Included	Included	Included

2.12. Grant Funding - Heat Network Investment Project (HNIP)

2.12.1. Grant funding is a critical economic variable in assessing the viability of the options. Heat networks are significant long-term capital investments where the costs are often front-loaded onto initial phases with benefits back loaded onto future growth. This can create a funding gap for the initial phase which requires some level of grant to make initiating the project an attractive investment.

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The Department of Business, Energy and Industrial Strategy (BEIS) runs the HNIP scheme which offers gap-funding grants (and loans[13]) to heat network projects.

2.12.2. HNIP has a number of initial eligibility criteria and pass/fail tests which an HNIP funding application is tested against:

I. The pre grant 40-year IRR must be positive (above 0.00%).

II. Total grant funding must be less than 50% of the total eligible project costs.

III. The awarded level of grant must not breach UK state aid funding limits[14].

IV. HNIP apply a ceiling on funding so that projects are not over-rewarded to generate a return to investors above a certain level (which is kept confidential by HNIP).

2.12.3. In addition, there is a cost-effectiveness test that is applied to applications. HNIP is awarded based on how effective the HNIP funding is in delivering carbon savings and high volumes of low carbon heat. A request for a larger grant will improve the scheme IRR but will reduce the cost effectiveness score and thus likelihood of being awarded a grant. HNIP has provided guidance as to the cost-effectiveness they expect projects to achieve.

2.12.4. The majority of options we are assessing will be eligible for HNIP funding. It is assumed that where an option is eligible for HNIP funding, some will be forthcoming (although the risk of the funding not arising is assessed).

2.12.5. In modelling the projects to seek to assess a suitable funding amount to include, the critical factor is the cost-effectiveness issue highlighted in paragraph 2.12.3. Where projects are assessed to be eligible for HNIP, it is assumed a grant could be achieved that is broadly in line with the cost-effectiveness targets advised by HNIP. By taking this approach, the level of risk that the actual HNIP award will be different is similar between projects.

2.13. Scoring of Options

2.13.1. Options are scored against the project Critical Success Factors (CSFs), as described in Section 2.2, using a mix of quantitative and qualitative assessments, with the different components weighted to give an overall score.

2.13.2. For the Qualitative assessments, either a score of 1 to 5 was assigned (where possible), or a Pass or Fail was given where there was clear compliance or non-compliance with the CSF.

2.13.3. For Quantitative assessments, scoring was translated into a similar 1 (low) to 5 (High) scale, using the relevant metrics such as IRR and Tonnes Carbon.

2.13.4. It is important to note that the CSFs have been developed to cover backstops across technical, commercial and financial matters. Because at this stage, we are only looking at the technical decisions, we can only assess the CSFs that are affected by these technical choices. Those CSFs which are more dependent on subsequent commercial or financial choices tend to be assessed on a pass/fail basis and at this stage it is assumed they will be able to pass.

2.13.5. It is also important to avoid double counting in the scoring. For example, we are placing substantial weighting on the volume of carbon savings. It is therefore important to base the economic scoring on metrics which do not include a valuation of these carbon savings.

2.13.6. A weighting factor (out of 95) was assigned to each Critical Success Factor to stress importance in the overall project rating.

[13] The HNIP loans are subsidised and close to zero interest – they transfer a subsidy to the project as long as the project was planning on using debt anyway (which almost all infrastructure projects do). The degree of subsidy in the loan depends on the borrower's normal borrowing cost – for the Council, the subsidy in the loan is worth approx. 1/3 of the loan value i.e. if the Council was planning on borrowing £3m but instead takes a £3m loan from HNIP, it is the same as if it had borrowed normally and received a £1m grant.

[14] See separate advice on State aid in the commercial case, generally this is not considered to be constraint for the Council projects

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2.14. Sensitivity and Risk Analysis

2.14.1. To ensure that a robust conclusion is drawn from the analysis of the shortlisted options, sensitivity and risk analysis was undertaken for each option. This included:

2.14.2. Sensitivity Analysis – At this high-level assessment stage, there are a number of inputs into the techno-economic model that have some level of uncertainty. Further design, commercial negotiation or market arrangement would be required to increase certainty regarding these inputs. Further information and the results of the analysis can be found in Sections 2.27 and 2.40.

2.14.3. Risk Analysis – This looks at the more fundamental risks which may have a significant impact on the projects' outcome and allow for a more realistic assessment of which is the preferred option, considering the Council's risk appetite. Risks cover reductions in the forecasted scheme build out and loss of key benefits such as HNIP grant and CIL.

2.15. Overview of DH Opportunities

2.15.1. As set out in the Strategic case there are several opportunities for DENs in Haringey and the surrounding boroughs. In part these opportunities arise from the close proximity to the NLHPP ERF (North London Heat and Power Project, Energy Recovery Facility) and the associated Energetik network.

2.15.2. It is also important to note that several previous studies commissioned by the Council expect the eventual outcome of the DENs in Haringey in the long-term is for a single network to emerge connected back to the ERF. However, these studies have not looked carefully at phasing and whether or not it might be appropriate to commence build-out of some parts of the network further from Enfield before they are connected to the ERF.

2.15.3. However, the ability to connect back to the ERF is important and should affect which neighbourhood is analysed first. The order of analysis therefore reflects the DEN's geographical position relative to the ERF, as this is a key option in securing an LZC source of heat.

2.15.4. Figure 2.15-4 below illustrates the three main opportunity clusters for heat networks. The main dependencies when connecting these schemes to the ERF is:

- **Tottenham Hale and Broadwater Farm**
  - Highly dependent on the ERF facility and Meridian water scheme to obtain heat, however these schemes are relatively lower risk as they are largely either existing, under construction or approved for development.
  - Although these schemes are influenced somewhat by the strategy at North Tottenham (NT) connecting the ERF to TH & BWF significantly improves the viability of connecting to DENs further downstream.
  - Given TH and BWF are low risk DEN loads, and its proximity to Meridian Water, a connection to the ERF should be seriously considered. This would in effect become **Phase 1** of a wider Haringey wide DEN.
- **Wood Green**
  - Connecting the ERF to WG is directly dependent on the delivery of Phase 1.
  - Although there are some very large loads in WG which are either existing or under construction and some other schemes approved but yet to start on site, there are numerous other schemes which are not on site or do not yet have planning approval.
  - St Ann's and Woodberry Down are significant nearby DEN projects which the Council has reduced influence and control over.
  - Overall there is insufficient certainty over development to provide critical mass to justify a connection to Phase 1 at this time and so these projects need to be considered as a separate phase.

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- However, WG is close to reaching critical mass and the Council has a good degree of control and influence over a sufficient volume of customers to give confidence critical mass could be reached. Therefore WG can be considered on its own without St Ann's or Woodberry Down.
- St Ann's and Woodberry Down can be included in the analysis as potential upside opportunities to WG.

– **North Tottenham**

- This project has previously been addressed in isolation in the NT DEN OBC.
- Although close to Enfield and upstream of Tottenham Hale, there is limited overlap between the projects and so this project has limited impact on the deliverability of Phase 1 (and therefore the wider network). This is a significant cluster of potential customers close to the ERF, however, it is not paramount in ensuring that either TH or WG is delivered.
- It is also relatively risky due to the complexity of the project and the need for it to pass several gateways before it is under construction. It is therefore considered appropriate for a DEN in this part of the Borough to remain within its own separate OBC.

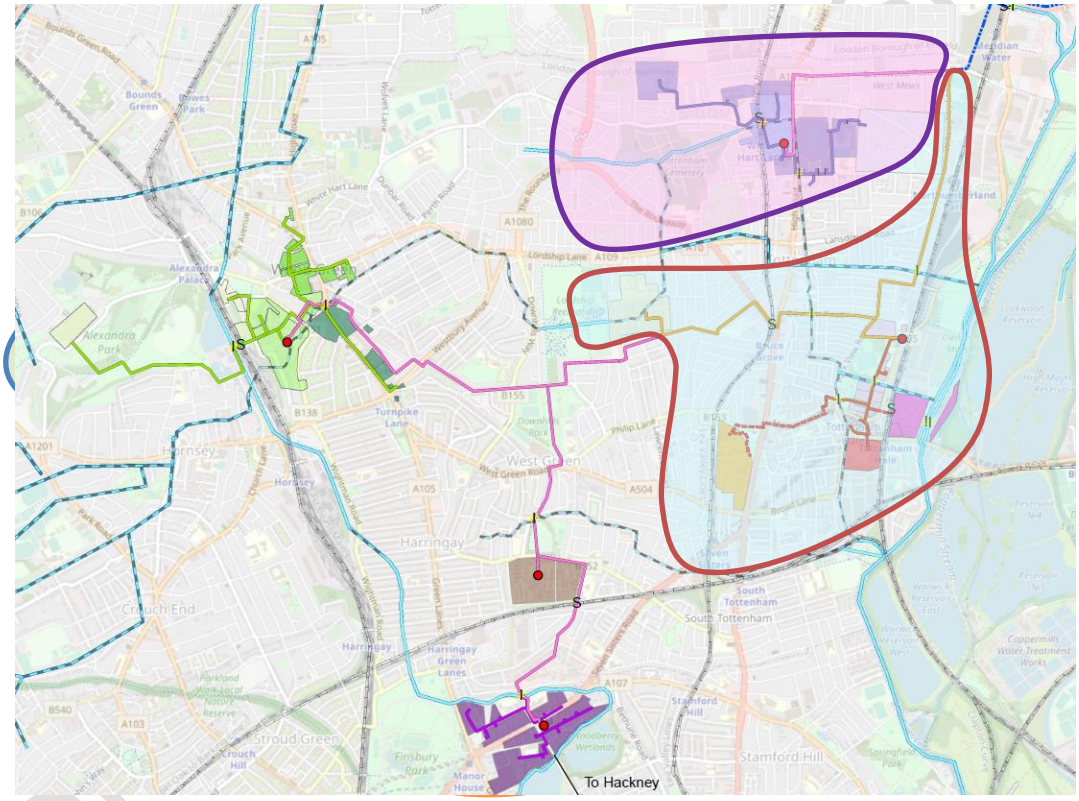


Figure 2.15-4: ERF Masterplan, and Potential Phasing of installation

2.15.5. [redacted]

Therefore, the Economic Case, whilst considering the interdependency of schemes, looks to establish a separate preferred option for Tottenham Hale and Wood Green (and North Tottenham).

2.17. The Tottenham Hale DEN

2.17.1. As per Section 2.3 the scheme variables for Tottenham Hale are as follows.

2.18. Network Extents - Tottenham Hale

2.18.1. The potential sites for connection to a DEN around Tottenham Hale have been identified through analysis of energy performance data on existing buildings and in discussion with planning, regeneration and housing to understand potential future growth.

2.18.2. A map of the potential sites to connect to the network is presented in Figure 2.19-1 below. A full table detailing the number of units and anticipated demand is included in Appendix D.

Shortlisted Network Extents - Tottenham Hale

2.18.3. The network extents for each network varies according to the LZC technology.

- **CHP** – The CHP (combined heat and power) network extent is based on serving only a small-scale scheme.
  - This excludes the Hale Village sites and Broadwater Farm as there is little incentive to extend a CHP led network to these sites as Hale Village already has a CHP and BWF is 1.8km from TH making little economic sense due to the relatively high cost of producing energy from CHP.
  - All future sites around Tottenham Hale are also excluded as there is limited attractiveness to connect to CHP in the future as its carbon benefits begin to diminish (see Appendix R for further information on CHP).
- **ERF** – The ERF network extent is based on serving a large-scale scheme which includes all of the TH loads plus Broadwater Farm. This because the low carbon heat from an ERF is relatively low cost and so supports a larger network extent.
- **Heat Pumps** – The HP network extent is based on serving a medium scale scheme which includes all TH loads but not Broadwater Farm, which, given its distance from the TH network, is assessed to be better served by a local Heat Pump.

2.19. Primary LZC Technology - Tottenham Hale

2.19.1. The Shortlisted LZC technologies which are to be assessed in the techno economic analysis are:

- **Centralised CHP (Combined Heat and Power)** – Heat is distributed via the network to customers. Power is exported and sold to the grid. No feasible customers to directly supply electricity have been identified in the vicinity.
- **ERF** – Heat is taken from the NLHPP Energy recovery facility and distributed to Tottenham Hale and Broadwater Farm via an additional 4.5km of interconnector pipe.
- **Heat Pump** – A ground source heat pump (GSHP), abstracting low grade heat from the ground via boreholes in Down Lane park is used as a source pf LZC. Additional heat capacity for wider schemes to be centralised using air source heat pumps (ASHP).

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Figure 2.19-1 - Map of sites for the Tottenham Hale District Heating Scheme – wider area including Wood Green, St Ann's and Woodberry Down and a zoomed in view of the Tottenham Hale area



2.20. Energy Centre Strategy and Location - Tottenham Hale

2.20.1. In order to limit capital expenditure, a single new Energy Centre (EC) of an approximate footprint of 600m^2 is proposed to be constructed. All LZC plant is to be located in the EC, as well as boiler plant sized to deliver the peak heat to the core Tottenham Hale sites.

2.20.2. Three locations, which effectively represent sub-options, were assessed for the new energy centre as follows:

- The Depot Site
- Underneath Watermead Way Flyover
- Adjacent to Watermead Way Flyover

2.20.3. Following stakeholder engagement and design development, the preferred site for the EC is, primarily the land beneath the bridge, and secondly green space adjacent to Watermead Way. The area is owned by the council and is considered comparatively low value.

2.20.4. For the satellite sites being served by the DEN. The proposed strategy is to use existing or new energy centre/plantrooms to locate peaking and resilient gas boiler plant, plus thermal storage where possible. This includes;

- Utilisation of the existing, Hale Village Energy Centre and Broadwater Farm Energy Centre
- Utilisation of the existing plantrooms at The College of Haringey, Enfield and North East London (CONEL), Leisure Centre, Town Hall/ Community Centre.
- Integration of a satellite energy centre within the proposed Retail Park development south of Ferry Lane.

2.21. Network Capacity - Tottenham Hale

2.21.1. Note that the network capacity has limited impact on the ranking of technical solutions and will be finalised in the next stage.

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2.21.2. The shortlisted strategy for network capacity in Tottenham Hale is:

- **Local Network:** Pipe from the centralised energy centre is sized to deliver:
  - Peak heat demand to the core local sites in Tottenham Hale (those identified in the small-scale network extent); Plus
  - Baseload Heat only to the wider Tottenham Hale network. Noting:
  - Current expansion envisaged South, East and West of the core network.
  - Some flexibility in future to adapt where the baseload heat is supplied from should development plans change.
  - The baseload heat output is relatively fixed from the start.
  - The peak heat requirements for some wider sites will be served from local boiler plant (rather than the main energy centre), which allows the network pipe sizes required (and therefore capital expense) to be reduced (although there are some downsides in terms of economies of scale on future operating costs and flexibility to adapt the network).
- **Interconnector** (only applicable to ERF option): The interconnector pipe is used to supply:
  - The Tottenham Hale local network. Connection point to be at the Flyover Energy Centre.
  - Broadwater Farm. Connection point at the existing centralised plantroom.
  - Branch from Broadwater for future extension to serve Wood Green and associated DENs
  - The heat from the ERF will be used to supply baseload heat only. The network will be sized to take the full availability of heat from the ERF (20MW) to maximise future expansion.

2.21.3. This includes considerable spare capacity over and above the initial sites based on the identified future loads. Although the quantum of future loads that could be connected is somewhat limited, there is a good degree of flexibility about where these future loads might be located but the network has good adaptability to respond to changes in location of load.

2.22. Network Route - Tottenham Hale

2.22.1. The precise network route has a limited impact on the ranking of technical options and will be finalised in the next stage.

2.22.2. The route for the local network within Tottenham Hale has a limited number of options as the customers sites are mainly situated either side of the short stretch of Ashley Road. Some optioneering has been undertaken at the Northern end of the network to assess benefits of running through Down Lane Park, though this concluded that keeping the network under the road, would be the preferred solution.

2.22.3. The proposed interconnector route shown is more notional and there is a degree of flexibility in how it is routed. Further development will be needed during commercialisation. To allow for deviations from the initial design, an additional 10% of network pipe capital allowance has been included in the economic analysis.

2.23. Summary of Variables for Shortlist – Tottenham Hale

2.23.1. The shortlisting process reduced the number of variables of each design parameter. Those remaining were taken forward for analysis and scoring against the CSFs. In summary the following was shortlisted.

Table 2.23-1 - Summary of Shortlisted variables

Variables	Shortlisted
Network Extent	**Dependant on LZC Technology** (see below)
	CHP – Small Scale Scheme i.e. to TH core sites only.

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Primary LZC Technology	**ERF Connection** – Large Scale Scheme i.e. to all TH sites plus BWF
	Heat Pump (GSHP & ASHP) – Medium Scale Scheme i.e. to all TH sites
Energy Centre Strategy	LZC sized to serve **baseload** heat using **multiple** energy centres for peaking and resilient plant.
	Adjacent to flyover selected as preferred EC location
Network Capacity	Not critical to assessment at this stage **Local network** sized to serve peak heat to the small core sites and baseload to the wider sites. **Interconnector** sized to take full 20MW available from ERF and serve baseload heat to Tottenham Hale and Broadwater Farm. Remaining capacity available for onwards baseload supply to Wood Green and further sites.
Network Route	Not critical to assessment at this stage. To be reviewed at next stage. Limited options within local area, considerably flexibility in interconnector route.

2.24. Shortlist of Options - Tottenham Hale

2.24.1. The shortlisted variables have been organised into three main options to be taken forward for the economic analysis. Outline design work and modelling was undertaken to establish what each option may look like in terms of the capacity of plant, lengths of pipe, energy centre dimensions and number of building connections.

2.24.2. These outputs were combined with industry metrics on cost to deliver and maintain all assets required for each option to create a Techno Economic Model which assessed the environmental and economic performance of each option. The full list of inputs into the techno-economic model can be found in Appendix E.

Option 0: Do Nothing

2.24.3. The 'Do Nothing' or counterfactual case, establishes the comparison scenario.

2.24.4. In this case the counterfactual case is communal gas fired boilers within each residential block, and gas fired boilers in a centralised plantroom for the commercial developments. In this case there would be no DEN between the buildings and none of the associated costs, risks, opportunities, revenues or benefits.

2.24.5. The counterfactual position has some conservative assumptions in that it assesses the cost to residents will be equivalent to the Heat Trust15 benchmark for an individual gas boiler which is a level which communally heated buildings are expected to aim towards. Experience shows in reality that tariffs on small communal networks can be significantly higher.

2.24.6. Note that the counterfactual option is not costed in the same way as the district heating options. There is no need to assess the absolute cost of 'Do Nothing' as we only ever assess the difference between this and each option (i.e. it is assumed to be zero (additional) cost across all three options).

Options 1 to 3

2.24.7. The key differential metrics between the three options are outlined in Table 2.24-9a. A graphic profile of the buildout of the network is given in Figure 2.24-9b It is worth noting that the capital spend does not all occur at the start of the projects but is spread over a decade or so. This is due to the heat network buildout being phased to suit the completion dates of the sites it is connecting to.

2.24.8. The initial buildout is where a significant proportion of the capital is incurred (constructing an energy centre and majority of network). Subsequent expansion is a lot cheaper as the project is solely paying for extending the network (and new customers are often at sites located a short distance from existing customers).

Table 2.24-9a - Summary of Key metrics for each option

	Unit	Option 0	Option 1	Option 2	Option 3
LZC Plant	-	None	CHP	ERF	Heat Pump

[15] The Heat Trust is an independent industry body offering consumer protection in the un-regulated heat market.

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Estimated LZC Plant Capacity	MW	N/A	1.7	TH (~6.5), BWF (~1.5), West Branch (towards WG & WD) (~12)	4
Annual Heat Demand at Full Build Out	MWh	N/A	12,787	43,974	33,274
Total Network Length	meter	N/A	1877	7209	2809
Estimated Total Scheme CapEx	£	N/A	[redacted]	[redacted]	[redacted]
£/MWH Heat Delivered	£	N/A	[redacted]	[redacted]	[redacted]

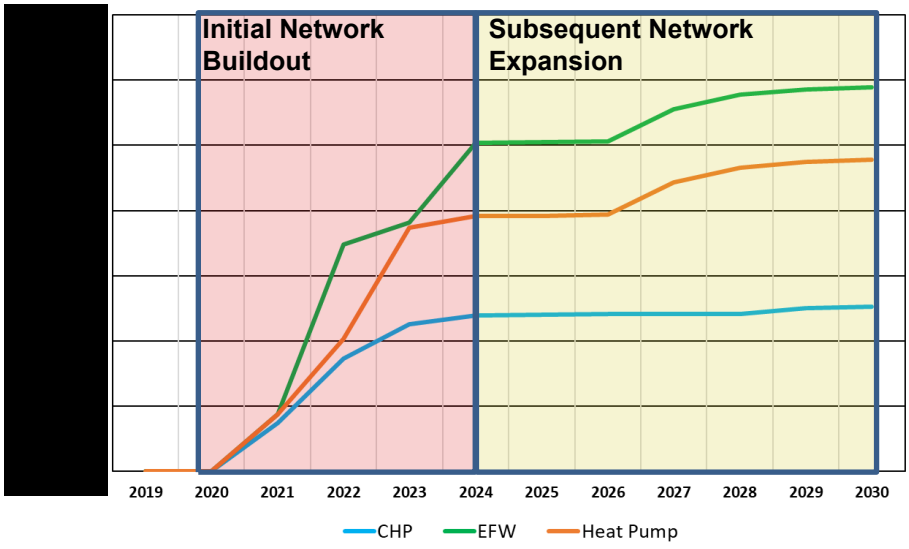


Figure 2.24-9b Estimated Capital Expenditure Profile for the Shortlisted Options

2.25. HNIP Grant - Tottenham Hale

2.25.1. As outlined in Section 2.12 , securing HNIP can be a key aspect in ensuring financial viability of the schemes. However, said schemes need to be eligible. The first eligibility criterion is a positive pre grant IRR.

Table 2.25-1: Initial Scheme 40-year IRR (pre-grant) check.

	Option 1 (CHP)	Option 2 (ERF)	Option 3 (Heat Pump)
40 -Year IRR (Pre-Grant)	[redacted]	[redacted]	[redacted]

2.25.2. Table 2.25-1 shows that of the three options CHP does not meet the initial test for HNIP. It is therefore scored and evaluated in the succeeding sections without any injection of grant funding. Option 2 & 3 are eligible for funding and so an initial grant value will be included in the analysis of these options.

2.25.3. Table 2.25-4 below sets out the initial assumptions around the HNIP grant. The funding request is based on achieving an investable IRR, based on the team's experience of what makes a viable project. As well as considering the cost-effectiveness in line with HNIP targets. (Note the HNIP target metrics were released after this economic analysis was undertaken).

2.25.4. Given its low pre-grant IRR, the HP scheme requires a significant grant intervention, and the Carbon saved, and heat delivered, per £1M of grant, is half that of the ERF scheme.

Table-2.25-4: Initial assumptions of level of grant funding.

		Option 1 (CHP)	Option 2 (ERF)	Option 3 (Heat Pump)
Estimated Total Scheme CapEx	£	[redacted]	[redacted]	[redacted]
Assumed HNIP grant value	£	[redacted]	[redacted]	[redacted]
Assumed HNIP grant as a % of total CapEx	%	[redacted]	[redacted]	[redacted]

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2.26. Results of Economic Appraisal - Tottenham Hale

2.26.1. The initial economic appraisal for Options 1-3 and has been compared against the 'Do Nothing' counterfactual. This modelling has been undertaken as per the assumptions for financial (CapEx, Heat tariffs) and heat loads set out in Appendix E. HNIP grants have been assumed as per Table-2.25-4: Initial assumptions of level of grant funding.

2.26.2. The SNPV, and NPVs presented are for a 40-year project appraisal period and all energy prices and heat tariffs are indexed to BEIS Real price forecasts. The graphs below show a summary of the techno-economic performance results for the options considered.



2.26.3. As per the methodology in Section 2.9, scores were tabulated out of 500.

2.26.4. The CHP, ERF and Heat Pump options scored 205, 430 and 352 respectively. The ERF option scored significantly better on the Economic, Carbon and Attractiveness for Growth metrics.

2.27. Sensitivity Analysis – Tottenham Hale

2.27.1. A sensitivity analysis was run in the techno-economic model on a multitude of variables, including a variance in final Capital and Operational costs of ±15%, and decreases in revenue resulting from the final negotiated heat tariffs being lower than assumed.

2.27.2. As the ERF heat supply is a natural monopoly (i.e. there is only one person to purchase it from and there is not an effective market) an additional set of sensitivities were run on the heat purchase price.

2.27.3. Results of the sensitivity analysis is outlined in Figure 2.27-1. The trend is similar to the baseline results, in that the ERF still represents a substantially improved position over CHP, and measurable improvements on Heat Pumps.

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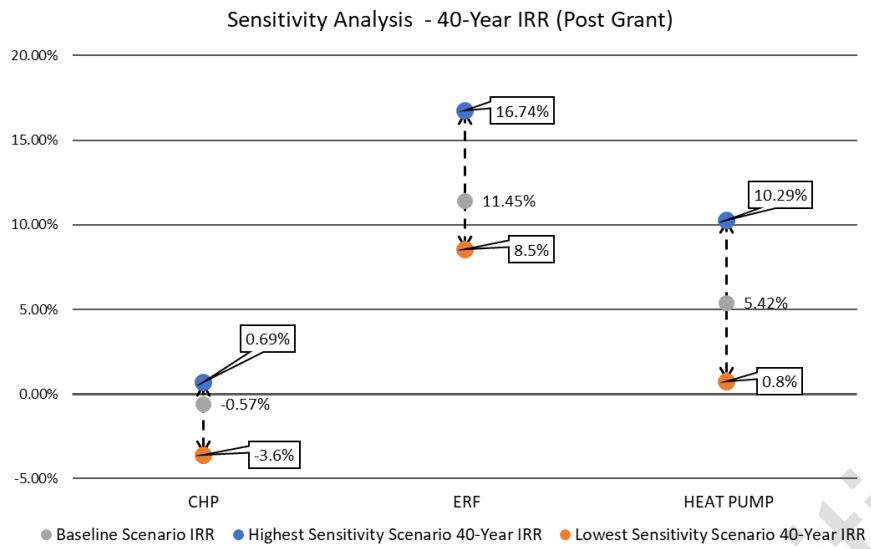


Figure 2.27-1: Sensitivity Analysis Results

2.28. Risk Analysis – Tottenham Hale

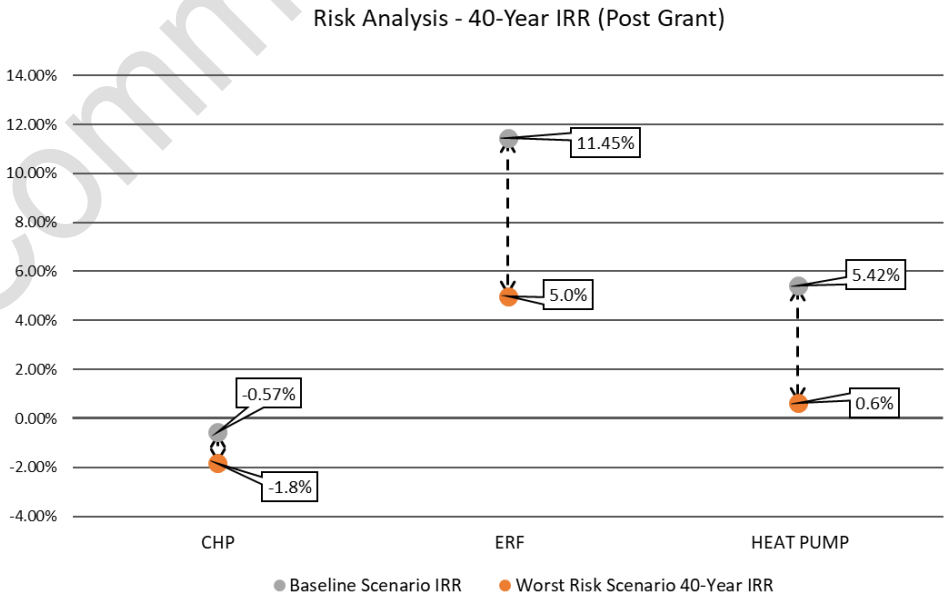
2.28.1. Risk scenarios were run to allow for a more thought out conclusion of which is the preferred option.

2.28.2. The key risk scenarios include risks such as, what if the Tottenham Hale network does not build out as forecast and secures less customers, and what if the schemes do not secure assumed capital from CIL or HNIP.

2.28.3. The resulting impact to SNPV, SIRR and IRR give a rounded view on the impacts of the various risk scenarios. The IRR range of the risk scenarios is outlined in Figure 2.28-1.

2.28.4. As shown, ERF has the highest 'worst case' IRR. This 'worst case' scenario for the ERF occurs when the scheme is limited to serving the small core extent of sites in Tottenham Hale, whilst maintaining supply to BWF and securing HNIP. The main conclusion from this is:

- The ERF still offers the best option for the TH DEN, post risk scenario testing.
- The ERF is expected to offer a minimum investable level of returns as long as the scheme secures HNIP. If HNIP is secured then the ERF option should be viable (to the council) even if it doesn't expand beyond the small core sites, and BWF.



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Figure 2.28-1: Risk Analysis Results

2.29. Preferred Option – Tottenham Hale

2.29.1. Post quantitative, qualitative, sensitivity and risk analysis, Option 2 – Energy Recovery Facility is concluded to provide the highest resulting score and the best opportunity for achieving the objectives specified by the Critical Success Factors for Tottenham Hale. The option in summary:

- **Network Extent** – The scheme should aim to serve the largest extent i.e. core sites in and around Tottenham Hale, wider sites to the South, East and West and Broadwater Farm. This will require approximately 7,200m of pipework to be installed.
- **LZC Technology** – Heat should be obtained from the North London Heat and Power ERF facility (in Edmonton) via the Energetik Meridian Water Network. The site is located 3km north of Tottenham Hale. The TH DEN scheme is anticipated to save up to 58,000 Tonnes of Carbon in the short term (15 years) and 270,000 Tonnes in the long term (40 Years)
- **Energy Centre** – A new Energy Centre should be constructed adjacent to the flyover. This will house boilers to supply peak heat and resilience (for the core scheme) (approximately 14MW). The plate heat exchangers for interfacing with the ERF in order to serve all of Tottenham Hale (initial loads plus subsequent expansion), with baseload heat and thermal storage (and the branch of the interconnector towards WG) should be sized at approximately 7.6 MW.

- Future extension of the network beyond the Core scheme will require more gas boiler plant for peak loads. This can be provided by existing infrastructure in Tottenham Green and at Hale Village, but a new satellite energy centre would need to be secured in the retail park.

2.29.2. Please see Figure 2.29 for a map of the proposed DEN at Tottenham Hale.

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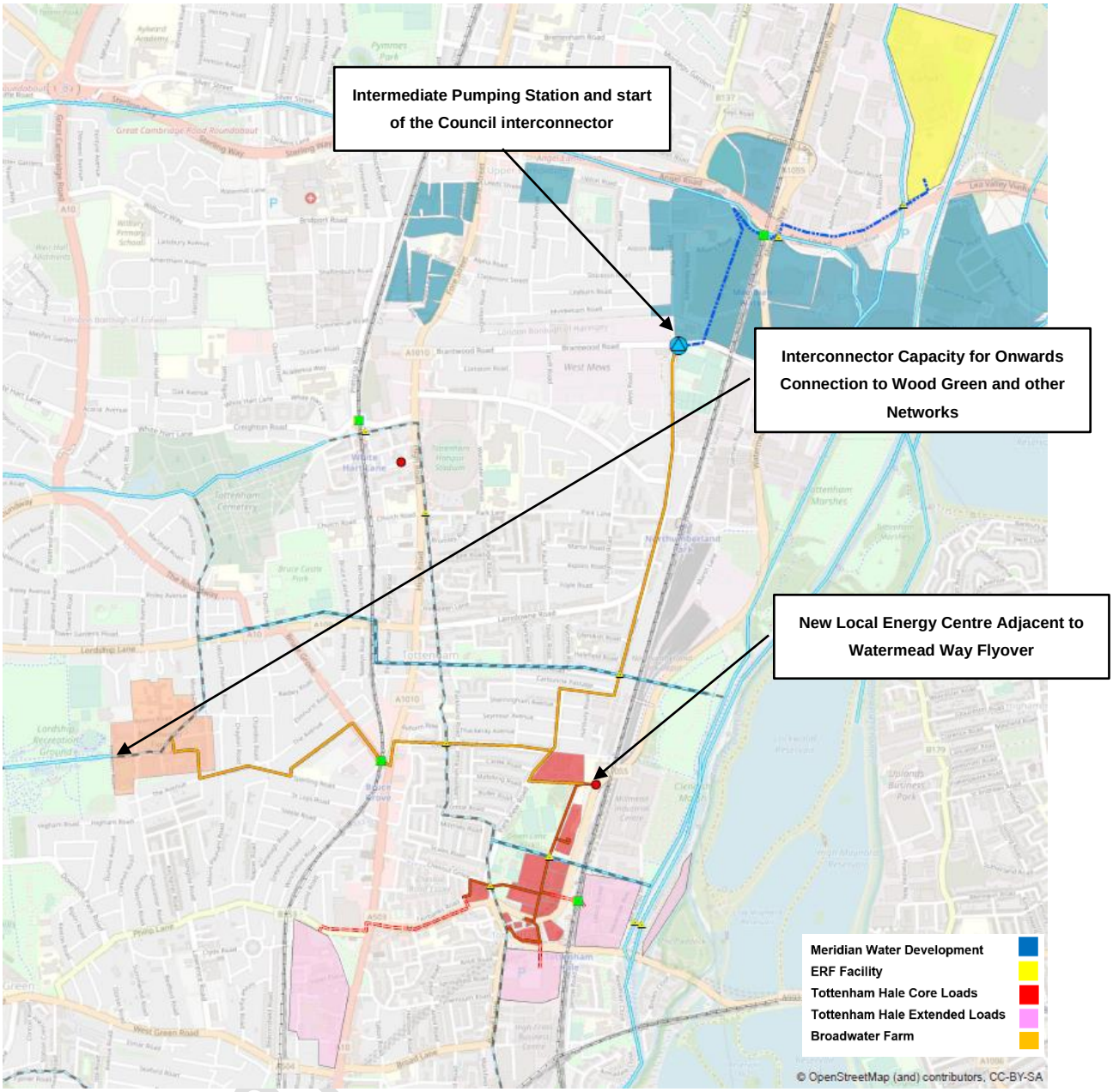


Figure 2.29: ERF relative to Tottenham Hale and Broadwater Farm

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2.30. The Wood Green DEN

2.30.1. As per Section 2.3 the scheme variables for Wood Green are:

2.31. Network Extents - Wood Green

2.31.1. The potential sites for connection to a DEN around Wood Green have been identified through analysis of energy performance data on existing buildings and in discussion with planning, regeneration and housing to understand potential future growth.

2.31.2. A map of the potential sites to connect to the network is presented in Figure 2.32-1b below. A full table detailing the number of units and anticipated demands for each extent is included in Appendix D.

2.31.3. As described in paragraph 2.4.4, the network extent chosen varies for different technologies is described below.

Shortlisted Network Extents - Wood Green

2.31.4. The network extents varies according to the LZC technology.

- **CHP** – The CHP (combined heat and power) network extent is based on serving a smaller scheme based on the core sites in Wood Green. There are also opportunities to sell electricity via a Private Wire Network to customers such as the planned new council offices and the Wood Green Bus garage (where buses are being electrified and so there is a steady demand for power).
- **ERF** – The ERF network extent is based on serving all of the WG loads. There is an assumption that the ERF is already connected to Broadwater Farm (see Section 2.29). Additionally, separate analysis is undertaken to assess the opportunity to extend the network to Woodberry Down and St. Ann's. These are not included in the base scheme as they are considered relatively high risk and it is possible to decouple them from the Wood Green sites.
- **Heat Pumps** – The Heat Pump network is based on serving the medium scale scheme which includes all of WG.

2.32. Primary LZC Technology – Shortlist Options - Wood Green

2.32.1. The Shortlisted LZC technologies which are to be assessed in the techno economic analysis are:

- **Combined Heat and Power** (CHP) – Heat is distributed via the network to customers. Power is exported and sold via a private wire network; any excess electricity is sold to the grid.
- **ERF** – Heat is taken from the ERF in Edmonton and distributed to Wood Green, WD and StA via an additional 4.2km of interconnector pipe (from BWF).
- **Heat Pump** – A lead ground source heat pump (GSHP), abstracting low grade heat from the ground via boreholes in Barratt Gardens. As the network builds out, extra heat pump capacity could be added in the form of air source heat pumps on the roof of the energy centre at Clarendon Square based on ambient air or potentially located at the local TfL ventilation shaft at Wood Green tube station and based on exhaust air.

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Small Scale Scheme (Core Scheme) (CHP/HP/ERF)

Medium Scale Scheme (HP/ERF only i.e. <u>not CHP</u>) +

Large Scale Scheme (expansion opportunity) (ERF only)

***Tottenham Hale and BWF (Phase1)*(WG ERF Dependant on this Phase)**

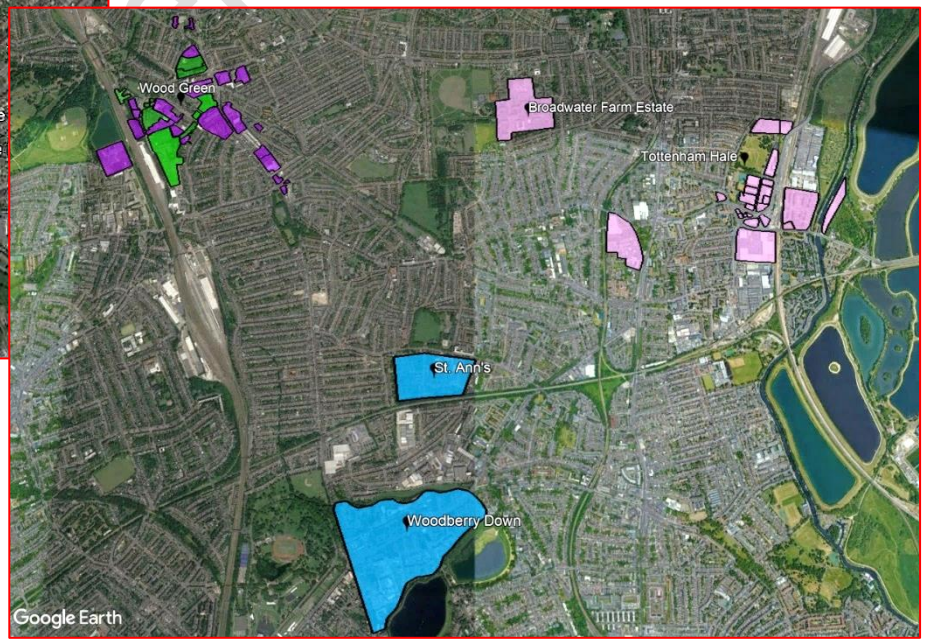


Figure 2.32 Network Extents Map (zoomed out map also showing Tottenham Hale, St Ann's and Woodberry Down and zoomed in showing Wood Green only)

Please refer to Appendix D for more details on the different network extents and buildings connected.

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2.33. Energy Centre Strategy - Wood Green

2.33.1. **WG Energy Centre** – The energy strategy for Wood Green is largely predetermined on the basis that the developer St William has committed to providing the base build for a circa 1,000m² energy centre within the early phases of their Clarendon Square development. The EC will have significant space to hold the LZC plant plus up to 20-25MW of boilers. Alexandra Palace is proposed to retain its current boiler capacity (estimated at 5MW) and be supplied baseload heat from the central EC only.

2.33.2. **Expansion strategy**: If the scheme expands as forecast, there is limited chance that a small amount of additional space may be required to house further thermal storage or at worst case a few MW of peak - gas boiler plant. If required, this plant is proposed to be incorporated into a small satellite energy centre/plantroom located close to clusters of high heat density such as the north-east extension of the heat network. See Figure 2.33-3a for possible EC locations.

2.33.3. **Woodberry Down and St Ann's:** For the options considering ERF plus the additional opportunity to connect WD and StA, each of these clusters will have their own local heat network with their own central energy centre. These local energy centres will house peaking gas boiler plant as well as the plate heat exchangers (hydraulic interface) with the ERF interconnector pipework.



Potential Satellite EC Location – Constructed in future as required

Network Spine – Sized to supply full output from the Clarendon Sq. Energy Centre

Clarendon Square Energy Centre – Building provided by St William. Up to 20MW of Boiler Plant and LZC. Floor Area approx. 1,036m²

Network –Ally Pally retains existing Boilers.

Figure 2.33-3a - Energy Centre Location and Provisional Network Route

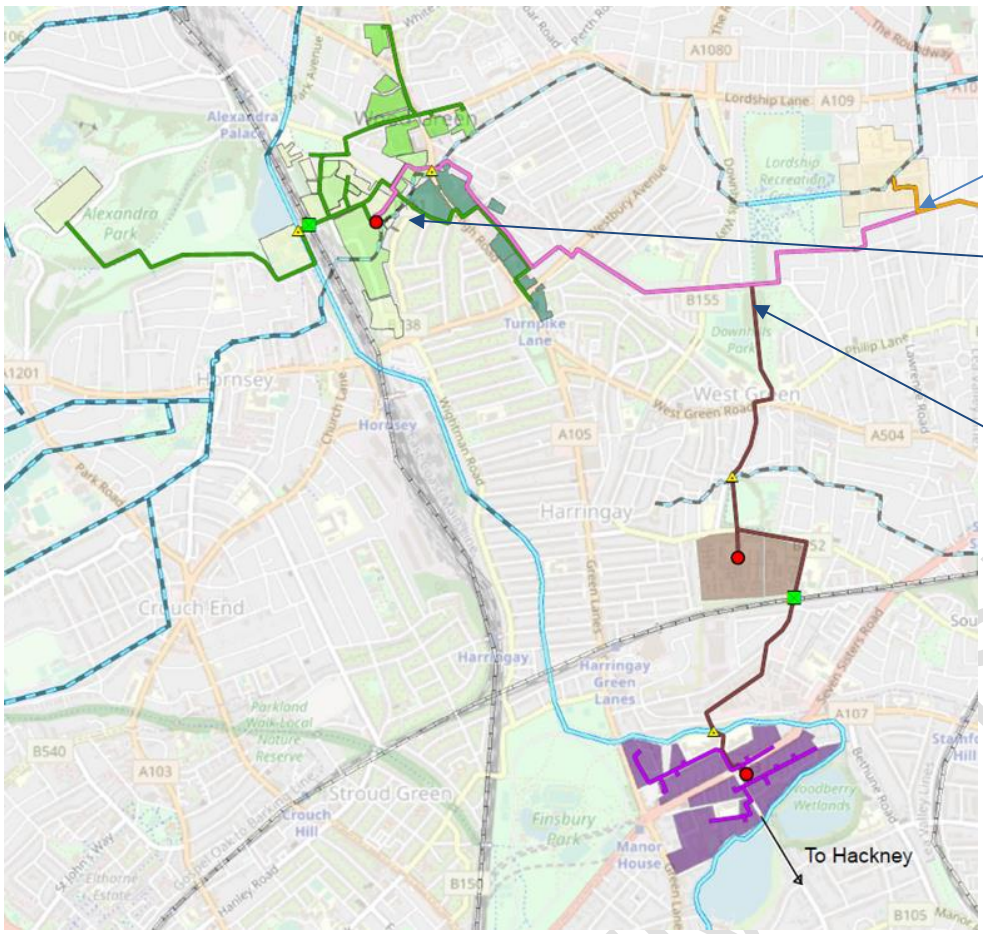


Figure 2.33 – ERF Option (2) – Interconnector Pipework Potential Routes

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2.34. Network Capacity - Wood Green

2.34.1. Note that, as with Tottenham Hale, the network capacity has limited impact on the ranking of technical solutions and will be finalised in the next stage.

2.34.2. The shortlisted strategy for network capacity in Wood Green is:

- **Local Network**: Pipe from the centralised energy centre is sized to deliver:
  - Baseload heat plus peak heat demand of around 25MW to the local sites in Wood Green.
  - Note: Pipe sizing for the wider network is to be determined once there is further confirmation on which sites are connecting. The current strategy is to provide flexibility.
  - Baseload Heat only, to sites such as Alexandra Palace which will retain onsite boilers.
- **Interconnector** (only applicable to ERF option):
  - The interconnector pipe is to be sized to take the full availability of the ERF heat upstream from Phase 1 (Tottenham Hale and BWF – see Section 2.29). Opportunity for a branch to distribute towards Wood Green and WD and St A.
  - This pipe shall supply baseload heat and will be sized to match the available capacity to maximise future expansion.
  - The interconnector branch towards WD and StA shall be sized to transfer an additional 5MW of capacity reserved for networks further downstream in Hackney.

2.34.3. This includes considerable spare capacity over and above the initial sites based on the identified future loads. Although the quantum of future loads that could be connected is somewhat limited, there is a good degree of flexibility about where these future loads might be located and the network has good adaptability to respond to changes in location of load

2.35. Network Route - Wood Green

2.35.1. The network route needs to be carefully considered to ensure the schemes are as efficient and cost effective as possible. Final routing is influenced by several factors, a lot of which is determined in the detailed stages of project development. These factors include site surveys and ground investigations which will help identify what is installed below the surface.

2.35.2. For this OBC the network routes will be developed to an outline design stage, in order to ascertain reasonable cost estimates for connecting selected sites. This routing will be based on:

- Making the most efficient connections from the EC to the buildings and minimising the network length;
- The use of existing roads and pathways where public ownership enables development;
- The use of landscaped / pedestrian areas to reduce disruption to transport routes and allow lower cost installation; and
- The use of minor roads where utility congestion may be reduced and where traffic disruption can be minimised.

2.35.3. The network route for the local network within Wood Green has a number of options and is subject to development during the further stages of the project. The outline network route is set out in Figure 2.33-3 and for the ERF option the potential route is shown in Figure 2.33

2.35.4. As per Phase 1 (see Section 6.6) further development of the interconnector shall be undertaken during commercialisation. An additional 10% capital allowance has been made for potential deviations from the current notional route.

2.36. Summary of Variables for Shortlist – Wood Green

2.36.1. The shortlisting process reduced the number of variables of each design parameter. Those remaining were taken forward for analysis and scoring against the CSFs. In summary the following was shortlisted.

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Table 2.36-1 - Resultant Shortlist

Variable	Shortlisted Solutions
Network Extent	**Dependant on LZC Technology –** *See below*
Primary LZC Technology	**CHP** – Small Scale Scheme i.e. to WG core sites only – private wire supply (electricity) to WG bus garage and New Council Offices.
	ERF Connection – Medium Scale Scheme i.e. to WG (all sites identified in WG) additional opportunity to connect WBD and St Ann's (Large Scale Scheme)
	Heat Pump – Medium Scale Scheme i.e. to all sites in WG only
Energy Centre LZC Strategy	LZC serves **baseload** heat and is centralised and accommodated within the **single EC** which is within Clarendon Square Should they be required future Backup/peaking energy centres (within development cluster NE)
Network Capacity	**Local network** sized to serve baseload + peak heat to all the Wood Green Sites except for Alexandra Palace, Woodberry Down and St Ann's which will be sized for baseload heat only. . **Interconnector** sized to take available heat from phase 1 to supply baseload to WG, WD and StA as well as reserved capacity for Hackney.
Network Route	Single route assessed at present.

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2.37. Shortlist of Options - Wood Green

2.37.1. As per Tottenham Hale, the shortlisted variables have been organised into three main options to be taken forward for the economic analysis. The full list of inputs into the techno-economic model can be found in Appendix F .

Option 0: Do Nothing

2.37.2. The 'Do Nothing' or counterfactual case for Wood Green is as per Tottenham Hale (Section 2.24).

Options 1 to 3

2.37.3. The key differential metrics between the three options are outlined in 2.37-1a. A graphic profile of the buildout of the network is given in Figure 2.37. It is worth noting that the capital spend does not all occur at the start of the projects but is spread over time. This is due to the heat network buildout being phased to suit the completion dates of the sites it is connecting too.

Table 2.37- 1a: Shortlisted Options

Option	Unit	Do Nothing	Option 1	Option 2	Option 3
Technology	-	None	CHP	ERF	Heat Pump
Annual Heat Demand MWh	MWh	N/A	15,166	36,239	36,239
LZC Plant Capacity kW	MW	N/A	2.2	WG (6.5)	4,000
Total Pipework Length (m)	meter	N/A	1,693	8,104	4,728
Capital Cost	£	N/A	[redacted]	[redacted]	[redacted]
CAPEX / Heat Delivered	£/MWh	N/A	[redacted]	[redacted]	[redacted]

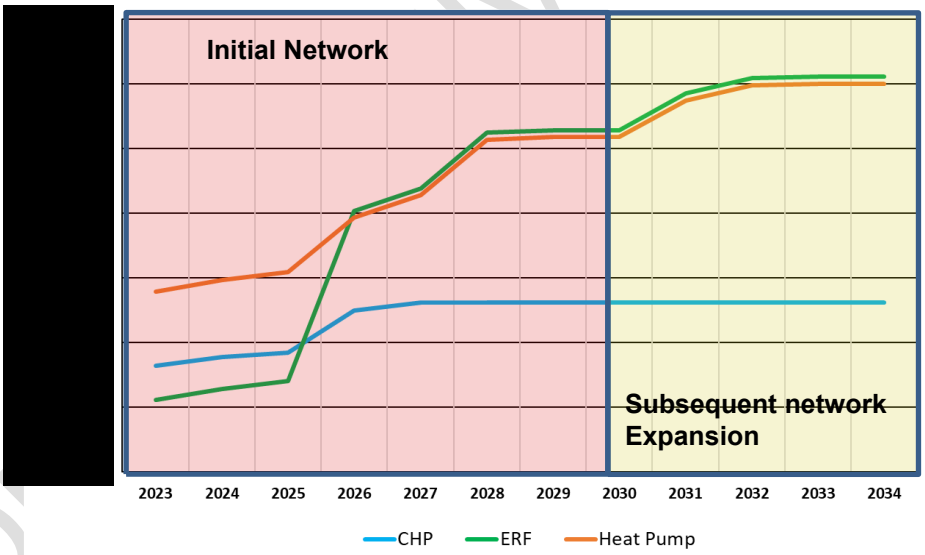


Figure 2.37 - Estimated Capital Expenditure Profile for the Shortlisted Options

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2.38. HNIP Grant – Wood Green

2.38.1. As outlined in Section 2.12, securing HNIP can be a key aspect in ensuring financial viability of the schemes. However, said schemes need to be eligible. The first eligibility criterion is a positive pre grant IRR.

Table 2.38-1: Initial Scheme 40-year IRR (pre-grant) check.

	Option 1	Option 2	Option 3
40 -year IRR (pre-grant)	3.57%	5.45%	-0.81%

2.38.2. Table 2.38-1 shows that of the three options, the heat pump does not meet the initial test for HNIP and is therefore assessed without any injection of grant funding. For Option 1 & 2 an initial grant value will be included in the analysis.

2.38.3. Table 2.38-2 sets out the initial assumptions around the HNIP grant where the funding amount is based on achieving cost-effectiveness in line with HNIP targets. The CHP scheme is far less effective at generating the volume of energy sales and especially carbon savings which HNIP is trying to achieve and therefore can only be expected to receive a much smaller grant award from HNIP.

Table 2.38-2: Initial assumptions of level of grant funding.

	Unit	Option 1	Option 2	Option 3
Estimated total scheme CapEx	£	[redacted]	[redacted]	[redacted]
Assumed HNIP grant value	£	[redacted]	[redacted]	[redacted]
Assumed HNIP grant as a % of total CapEx	%	[redacted]	[redacted]	[redacted]

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2.39. Results of Economic Appraisal – Wood Green

2.39.1. The initial economic appraisal for Options 1-3 has been compared against the 'Do Nothing' counterfactual. This modelling has been undertaken as per the assumptions for costs (CapEx, Heat tariffs) and heat loads set out in Appendix F. HNIP grants have been assumed as per Table 2.38-2

2.39.2. The SNPV, and NPVs presented are for a 40-year project appraisal period and all energy prices and heat tariffs are indexed to BEIS Real price forecasts. The graphs below show a summary of the techno-economic performance results for the options considered.

[redacted]

2.39.3. As per the methodology in Section 2.9, scores were tabulated out of 500.

2.39.4. The CHP, ERF and Heat Pump options scored 278, 420 and 235 respectively. The ERF option scored significantly better on the Economic, Carbon and Attractiveness for Growth metrics.

2.40. Sensitivity Analysis – Wood Green

2.40.1. A sensitivity analysis was run in the techno-economic model on a multitude of variables, including a variance in final Capital and Operational costs of ±15%, and decreases in revenue resulting from the final negotiated heat tariffs being lower than assumed.

2.40.2. Results of the sensitivity analysis is similar to the baseline results, in which ERF is presents a substantially improved position over Heat Pumps, and some improvement over CHP.

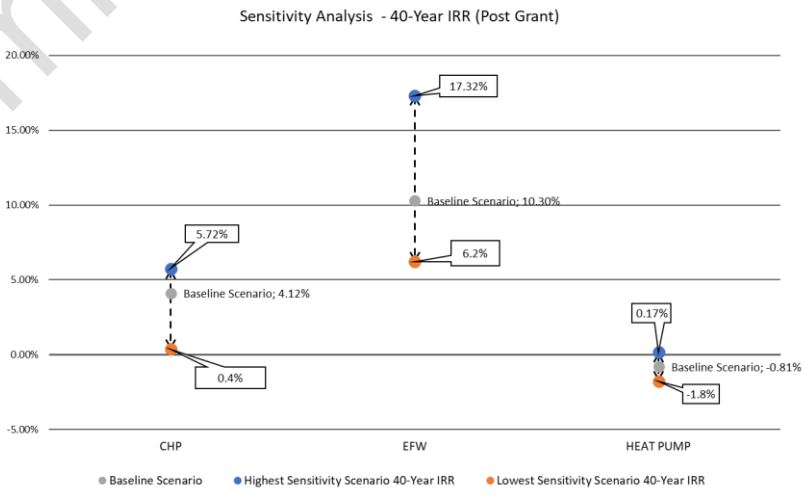


Figure 2.40-2 - Sensitivity Analysis Results

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2.41. Risk Analysis – Wood Green

2.41.1. As previously outlined risk scenarios were run to allow for a more thought out and risk adjusted conclusion on the preferred option.

2.41.2. The resulting impact to SNPV, SIRR and IRR give a rounded view on the impacts of the various risk scenarios. The IRR range of the risk scenarios is outlined in

2.41.3. Figure 2.41-6. This shows how the IRR changes from the baseline to the worst-case risk scenario.

2.41.4. The loss of private wire supply for the CHP scenario has been modelled under sensitivities and has a significant impact on the viability of CHP. (IRR reduced to 0.4%) This is a major risk, especially given shifting policy which is unfriendly to private wire, including Ofgem's Targeted Charging Review and potential curtailments of when CHPs can export to grid.

2.41.5. Figure 2.41-6 and the sensitivity analysis, the CHP becomes financially unattractive if there is any reduction in number of connections or a loss of private wire sales (or both). The ERF remains at a positive IRR even with a significant reduction in in the number of connected loads (28 down to 7 connections). Note, this IRR is on the basis that the full assumed HNIP grant is awarded, care is needed with this assumption as the grant conditions may not allow this. However it demonstrates the robustness of the ERF scheme even with some drop in connections.

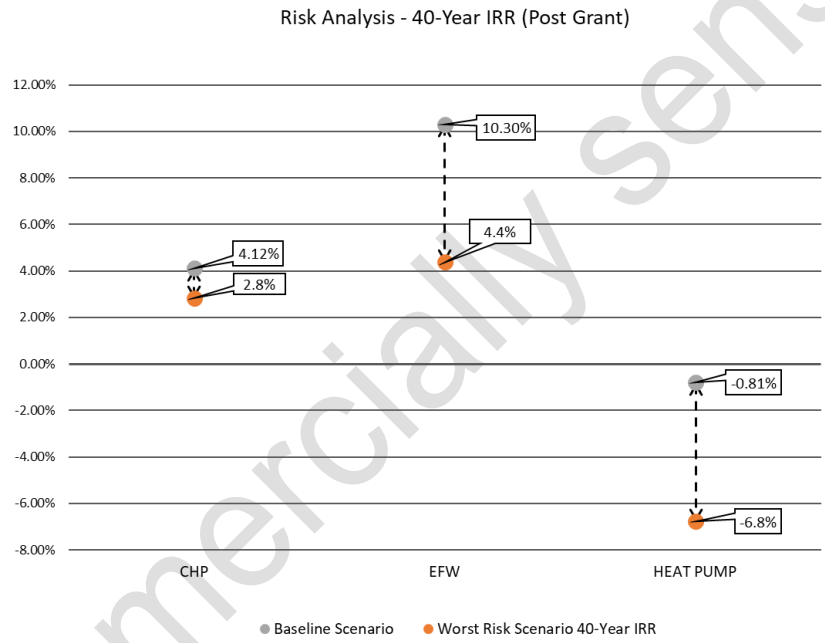


Figure 2.41-6: Risk Analysis Results

Commercially sensitive

2.42. Opportunity Analysis – Wood Green

2.42.1. The relative proximity of the significant heat demands of Woodberry Down (WBD) and St Ann's (StA's), offers an opportunity to expand the Wood Green network (Large scale scheme – see 2.31)

2.42.2. [redacted] Whilst St Ann's is being developed in partnership with the GLA and therefore has a greater likelihood to connect, on its own is unlikely to justify the length of interconnector pipework required to deliver heat to the site without additional grant funding.

2.42.3. Due to these factors, these two connections have been considered as opportunities rather than part of the base network.

2.42.4. Figure 2.42-4 shows the financial impact of switching on the various connections. The addition of Woodberry significantly improves the ERF performance. This is primarily through the significant additional heat sales (24GWh) and anticipated connection charges [redacted]. St Ann's has a slightly detrimental impact on the IRR, due to the additional cost to connect not offset by the low volume of heat sold. However, should WBD be secured, it is likely to be pursued on the basis of social benefits.

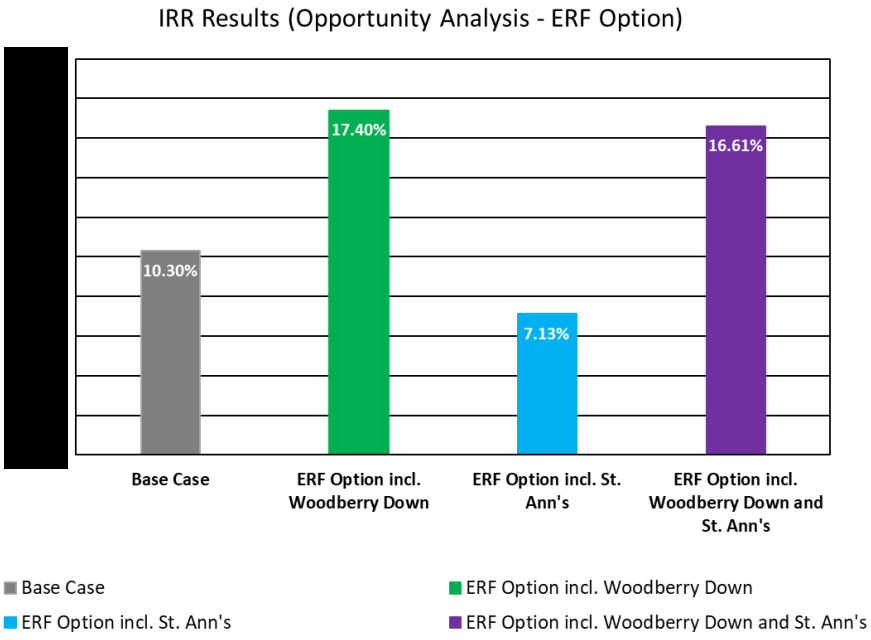


Figure 2.42-4: ERF Opportunity Results.

2.43. Preferred Option – Wood Green

2.43.1. Based on the initial comparison of results and sensitivity analysis (prior to risk adjustment):

- the ERF option provides the best solution in terms of economic and social benefits

2.43.2. The baseline CHP option scores OK, from an economic perspective however has significant risks around the future of private wire supply which underpins its viability. It also scores poorly on social benefits and so on balance is not recommended

2.43.3. There are critical dependencies with Phase 1 (an ERF Scheme) which introduces some caution in concluding the ERF as the preferred option for Wood Green. However, at the time of writing;

- An HNIP grant has been offered for Tottenham Hale [redacted]

- There remains the risk that the scale of development in Wood Green is a lot less than forecast, given the majority have only been identified in the Council area action plan, and are some years away from making planning applications to the council.
- However, a second HNIP grant has been offered for Wood Green. Risk analysis shows that with the HNIP grant on offer (for Wood Green), even a with very limited number of connections transpiring, the scheme IRR remains positive.

2.43.4. In parallel there is also a time imperative around Wood Green, as follows:

- The Council need to make a final commercial offer to St William (the developers of Clarendon Square) which is pivotal to ensuring a network is delivered in WG. This offer must be provided by Q3 2022 to provide St William with the stipulated time to consider and enter into negotiations with the Council.
- The Council need to gain OBC approval to undertake the work required to firm up the case for Wood Green, thus enabling the above discussions to take place.

2.44. Way forward – Wood Green

2.44.1. It is clear that ERF is the preferred option for Wood Green, and all actions should be undertaken to ensure its delivery. A number of these will be delivered as part of commercialisation activities for Phase 1 (Tottenham Hale and Broadwater Farm), including the negotiations with Energetik. Other activities specific to Wood Green include;

- Finalisation of the HNIP process for Wood Green.
- Continuing to coordinate technical requirements with the St William Clarendon Square energy centre design teams, to enable an ERF connection.
- Gain further certainty on development plans in Wood Green.
- [redacted]
- Looking to secure agreements in principle to supply Woodberry Down and St Ann's.

2.44.2. Please refer to the Management Case for further information on the strategy for the next stage of works for Wood Green.

2.45. Further Note on Sensitivity Analysis

2.45.1. The analysis above to select preferred options for both TH and WG was undertaken some time ago. Since then, a number of changes have been identified to the assumptions around the scale and timing of development at confidence that this will proceed. These changes tend to have a similar impact across all options and so are not significant enough to affect the preferred option. Therefore the analysis in the Economic Case has not been updated to reflect these changes.

2.45.2. However, the refreshed inputs have been used in the Financial Case where the cost, funding and affordability of the scheme is affected by even small changes in the input.

2.45.3. The Financial Case is therefore based on slightly different (more up to date) base case assumptions on the build out of the scheme. Furthermore, the Financial Case considers a 'shock test' sensitivity where a significantly slower build out is used as a sensitivity (see section 4.13.9). Both the updated base case and the shock test scenarios used as inputs to the modelling have been developed in close consultation with the planning and regeneration departments.

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Section 3: Commercial Case

3.1. Purpose of Commercial Case

3.1.1. The commercial case for the District Heating Networks (DENs) at Wood Green and Tottenham Hale will demonstrate the commercial approach to delivering the projects including the delivery options and procurement routes required alongside a commercial strategy.

3.1.2. While this Commercial Case pertains to Wood Green and Tottenham Hale, it should be noted that the solutions contained herein, takes into account the Council's potential wider programme of DEN projects, and so are compatible with the programme as a whole.

3.2. Commercial Strategy

3.2.1. Note the analysis that follows is for the planned TH and WG projects. A similar analysis was done in the 2017 OBC for the planned DEN project in North Tottenham (and much of the same logic applies between the three planned schemes).

3.2.2. It is important to note that as well as these schemes which are still in development, the Council has a number of existing DENs (and DENs under construction) within the HRA where decisions on the role allocation have already been made. The existing DENs serve around 1,400 residents (850 at Broadwater Farm and around 600 across 33 smaller schemes) and there are around 250 new homes currently being delivered at two sites in the Housing Delivery programme which have building scale DENs and a further 450 new homes across several other sites in the pipeline that will have shared heating systems.

3.2.3. At the end of this section, the difference in roles between the proposed TH, WG, NT and existing HRA schemes will be discussed in section 3.4

3.3. Commercial Strategy for Tottenham Hale and Wood Green

3.3.1. The high-level Commercial Strategy for the TH and WG projects requires identification and assignment of the various roles involved in the development, delivery and operation of a heat network. It is particularly important to identify the roles the Council will perform. The roles can be further categorised as follows:

3.3.2. **Roles that the Council must / should perform:** These are roles that the Council must perform for the successful delivery of the project and achievement of eventual objectives. They also include roles which the Council is obligated to undertake.

3.3.3. **Roles that will be performed by a number of parties including the Council:** These are roles that could be performed by the Council and other parties as well e.g. the Council alongside other property owners will act as landlord, landowner and customer.

3.3.4. **Roles that the Council must avoid:** These are roles that the Council must not perform due to a lack of expertise, unacceptable risks and/or unmanageable conflict.

3.3.5. A summary of the roles is set out in Table 3.3.5 below, including an analysis of whether the Council must, should, could or won't undertake particular roles. The analysis of the degree of imperative to take on the roles assumes that there is a desire for the project to happen. While there is no compulsion on the Council to deliver the projects, the preceding Strategic and Economic Cases set out the need for the projects and the economic benefits they can bring.

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Table 3.3.5 - DEN Roles

Role	Comments	Relevant Entities
Promotion	Whilst this role can, in theory, be taken on by a number of parties, the projects in Haringey generally involve multiple developments and the Council is unique in having the power and ability to coordinate them. Most stakeholders that undertake this role will be limited to projects confined to their own property and the council with its overarching responsibility has a unique perspective. The Council, armed with statutory powers relating to planning and policy, alongside its role as significant land/property owners, being major energy users itself and having significant community and local public sector relationships can leverage its assets/buying power and relationships to promote heat networks. Consequently, the Council **must** perform (and already is performing) this role to maintain strategic control, provide direction and ensure integration with future development plans and the wider borough agenda.	The Council / Heat Undertaking
Funder	The investor market in district heating is growing. However, investor funding requirements are unlikely to be met by the proposed projects without significant Council backed guarantees. This means many of the substantive risks will remain with the Council and it is therefore better value for money for the Council to invest directly as the cost of capital will be lower suggesting the Council should fund the project. However, the main constraint is that there is insufficient time in the programme to bring in third party finance prior to taking a decision to proceed with the project. This constraint means the Council **must**, therefore, act as Funder. The Council can access low cost finance from a variety of sources including existing resources, grant funding, planning obligations / developer contributions, connection charges etc.	The Council
Asset Ownership	Asset Ownership covers the new assets for the project including: generation assets, primary and secondary networks (i.e. the network between buildings and the network within buildings respectively). It does not include assets outside of the project such as the ERF itself or Energetik's pipes within Enfield. Secondary networks are often retained by building owners and so are typically in varied ownership. The key asset ownership question concerns primary networks and generation assets which are frequently in common ownership due to the limited size of most UK DENs. Note also that whilst there will be instances where some primary network components are on developer land, they will typically be owned as part of the primary network with leases and easements in place to achieve this. The Council (or a Council owned heat undertaking) **must** undertake this role (for the core assets).	The Council / Heat Undertaking
Governance	To ensure direction of the project and ensure progress towards policy objectives alongside the need (as a funder) to oversee financial performance, this is the role the Council **must** perform.	The Council / Heat Undertaking

Role	Comments	Relevant Entities
Regulation	When the TH/WG schemes are operational a national heat regulator will be in place which will be OFGEM.	OFGEM tbc
Supplier of last resort	A "supplier of last resort" (SOLR) is required if the heat supplier goes insolvent or fails in some other way. The regulated electricity and gas supply markets have statutory processes to deal with issues arising out of supplier bankruptcies, but no such bespoke arrangements exist for heat networks. However, where the heat network is operated by a separate entity that is backed/owned by the local authority, the local authority effectively takes on this role through either its contractual linkage as the shareholder, reputational standing or through its role as a landlord (e.g. there is no SOLR at Broadwater Farm where the Council is both the landlord and heat supplier and has sufficient financial standing to mitigate the issue). Therefore the Council **must** take this role.	The Council
Installation	The Design and Build (D&B) contractor installs (and typically also designs) the heat network and takes construction risk and some liability for defects post completion. The Council should **avoid** this role as it lacks the capacity and expertise and therefore it must be outsourced.	D&B contractor
Operation	An Operator is responsible for the operation and maintenance of the heat network and is responsible for ensuring sufficient heat is available to meet demand. The Council should **avoid** this role as it currently lacks the capacity and expertise and therefore it must be outsourced. In the medium-term, if the DEN grows as expected, there may be scope to insource all or part of this function.	O&M Contractor
Sale of heat	This role involves ensuring heat is provided to customers and so involves generation and/or procurement of heat, distribution and supply. Note that electricity and gas markets have separated monopoly distribution roles from generation and supply where there is a degree of competition. This is not the case within the heat network market. This is because the limited size of networks means that even if generation and supply were separated from distribution, there would not be sufficient competition in these functions. Therefore, the same organisation can be, and frequently is, responsible for all three functions and heat customers do not have the option to switch suppliers. Whilst generation, distribution and supply can be assigned to separate entities, this i) does not guarantee >1 supplier to allow customer choice and ii) adds significant complication when initiating for projects which are still evolving as is the case with Haringey, and it is assumed these roles will remain vertically integrated (although generation of most of the heat will be at the ERF, this will not be a firm supply and the Council is responsible for ensuring reliability – see paragraphs 3.12.17 and 3.12.18). Therefore the Council (or its heat undertaking) as the Asset Owner **must** perform this role.	Heat Undertaking

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Role	Comments	Relevant Entities
	Note: The Council's ALMO, Homes for Haringey (HfH), could be used to facilitate the sale of heat by providing the primary customer service interface and managing billing and income generation (functions in line with HfH's existing skillset). Later on, the costs assigned to delivery of this part of the service assume this will be done 'in-house'. If this is not the case, operating costs will increase but the change is minor. Finally, note that there will be cases where the project supplies heat in bulk to landlords who then supply heat to residents (including e.g. the Council as landlord of several HRA blocks). In this case, the landlord takes on the 'sale of heat' role (the Council has already taken this role in the HRA) but this is technically outside of the project boundary.	

3.3.6. The Council has a number of other drivers that help clarify what roles it should take on. These include those listed below.

- The Council **MUST** provide heat to HRA blocks, BWF and North Tottenham. In fact, the Council is already doing this role, and is supplying heat to over 800 homes at BWF, as it has done for the last 50 years.
- The Council has commitments and targets it **SHOULD** meet and has committed to looking at a DEN to provide heat to all of the new developments around the WG and TH areas.
- All buildings in Haringey will need to decarbonise in the future. Haringey is geographically well placed and is going through a growth spurt, meaning that it is ideal for heat networks. The Council **SHOULD** facilitate a heat network now, as the alternative will be more costly in the future.
- If in the future it was decided to extend the interconnector to Wood Green, the Council has the opportunity to discuss joint ownership of that piece of infrastructure with other LAs and the GLA. However, with the wider development programme under way there is a time imperative and the Council **MUST** decide if it will commit to developing the WG and TH DENs now prior to concluding discussions with potential co-investors.

3.3.7. As shown above the Council will be involved in a number of key roles, which are commercial in nature. There is a need for the Council to decide whether it will take on these roles itself or create one or more companies to do so on its behalf. There are a number of options available to the Council which are discussed in the next section.

3.4. Differences in Commercial Structure Between Council Schemes

3.4.1. Reviewing the OBC for NT and historic decisions for HRA schemes, there is much in common between the four schemes in terms of role allocation. The Table below sets out the different role allocations.

Table 3.4-1 – Difference role allocations

	TH and WG	NT	HRA
Promoter	Council Must	Council Must	Council Has
Funder	Council Must	Council Should	Council Has
Asset Ownership	Council (or SPV) Must	Council (or SPV) Should	Council Has (without an SPV)
Governance	Council Must	Council Should	Council Has
Regulation	Ofgem Will	Ofgem Will	Council Has (inc Local Government Ombudsman) but Ofgem Will

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	TH and WG	NT	HRA
Supplier of Last Resort	Council Must	Council Must	Council Is/was
Installation	Council Won't	Council Won't	Council Hasn't
Operation	Council Won't	Council Won't	Council Hasn't
Sale of Heat	Council (or SPV) Must (but could involve HfH in customer service role)	Council (or SPV) Should (but could involve HfH in customer service role)	Council Has (without use of SPV but has employed HfH to manage assets and provide customer service exclusively on unmetered schemes)

3.4.2. The principal differences between the TH/WG schemes and NT is that there is potential to involve the private sector at NT due to the degree of control provided through the scale of the council-led High Road West development. The development programme for High Road West is not as compressed as that in TH and WG and a single developer provides much greater control. These two factors facilitate the option to involve the private sector in funding and owning the scheme. However, the 2017 OBC for NT still recommended that the Council should take on these roles and lead on delivery of the NT scheme.

3.4.3. There are a few key differences between the HRA schemes and the other three schemes in that

- The decisions have already been taken for the HRA and, if there were choices for how to implement projects, they have already been made.
- The HRA schemes are smaller and more or less exclusively supply the Council's own housing stock (the exception being two community schools at Broadwater Farm)

3.4.4. Apart from those key points, the role profile the Council has already chosen to take in the HRA is essentially the same as the profile being proposed at TH, WG and NT.

3.4.5. There are some other key differences between the historical approach taken by the Council when supplying heat within the HRA and recommendations for the three new schemes, the main ones being:

- the Council has delivered its heat supply business in-house rather than setting up an SPV. The three new schemes have the option to do this differently (and this is discussed in the next section)
- the Council has effectively self-regulated (although technically schemes are under the remit of the Local Government Ombudsman and, because the Council has been supplying customers as the landlord, additional protections have applied to residents from various housing-related acts including those arising from leasehold reform). In the future, Ofgem will take this role for all schemes.
- HfH has provided the customer service role on HRA DENs but this has exclusively been on schemes without heat meters where residents were charged on a flat rate basis. HfH has no experience of operating a billing service based on metered data which is what is required for the other three schemes.

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3.5. Delivery Vehicle Strategy

3.5.1. There are a wide range of delivery structures suitable for delivery of the DENs in TH and WG (NT is not considered here and, as discussed above, the Council has already chosen to deliver DENs in the HRA directly). Set out below are potential structures which represent points along a spectrum, ranging from fully public sector led to fully private sector led. Examples of where the models have been used are provided together with an assessment of the suitability for the TH and WG DEN projects based on the analysis in section 3.3.

Table 3.5-1 – Delivery Vehicle Options

No.	Description
1	*Entirely public sector funded, built, operated and owned with no separate delivery vehicle* ***[Not practiced in UK due to lack of capacity and expertise within LAs/size of schemes – therefore not suitable for TH and WG]***
2	Entirely public sector funded operated and owned (hence no separate delivery vehicle), except design and build by private sector under a series of contracts for various aspects of the Project. **[In-house, e.g. the Council's own schemes in the HRA, larger schemes in Camden, Islington, Westminster. However, this option does not qualify for HNIP support and so is not a viable option for the TH and WG projects]**
3	Fully public sector owned delivery vehicle with D&B and some functions outsourced to private sector delivery partner(s) **[Council SPV, e.g. Leeds, Gateshead, Cardiff, Sutton, Barking, others. The only suitable option for TH and WG]**
4	Public-public partnership with joint development and financing – D&B and some functions outsourced to private sector **[Public-public JV, e.g. Exeter/DExTCo? Not a viable option to start the TH and WG projects]**
5	Public-private sector partnership with joint development, delivery and financing responsibilities **[Public-private JV, e.g. *originally* Nottingham, Sheffield, Woking (none remain as JVs). Not a viable option to start the TH and WG projects]**
6	Private sector led development and delivery with public sector commitment in elements of the project (e.g. commitment to long term heat offtake contract, plus grant funding) **[Concession Contract, e.g. Birmingham, Coventry, Leicester, Olympic Park, Citigen, etc. Not a viable option to start the TH and WG projects]**
7	*Full private sector development, delivery and financing* ***[Only ever delivered on a single site basis and so not suitable for the TH or WG projects]***

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3.5.2. Option 3 is considered the only viable option to commence the projects. This aligns with the analysis in section 3.3 which shows the Council (or a Council owned heat undertaking) must take key roles. However, the option of delivering the scheme in-house (Option 2), while technically possible, is ruled out because of the level of HNIP funding which is required to make the projects attractive. HNIP is available to Local Authorities only if they set up an SPV.

3.5.3. Options 4 and 5 are not available options for initiating the scheme although they are available in the future should the Council wish to change the structure. Indeed, Options 4 and 5 are potential options for implementing later stages of the project and should be considered for the wider interconnector pipework and the potential future expansion to St Ann's/Woodberry Down through the possible use of a 'PipeCo' separate from HESCO. PipeCo could own the interconnector assets, buy heat from Energetik and sell to HESCO. The HESCO would then only be responsible for the energy centres and local area networks i.e. TH, WG etc. The reasons for this are as follows:

i. It is not considered viable for the Council acting as the scheme promoter to involve third party investors (either private sector or other public sector bodies) from the start (either as JV partners, Options 4 and 5, or concessionaires, Option 6) at WG and TH. This is due primarily to timing issues caused by the constrained delivery programme but also due to the lack of certainty/control the Council has over the customer base (typically where a third party is involved, the customer base is largely existing and ready to buy energy or there is a much clearer build out timeframe under the control of a single large developer who is therefore able to take the demand risk – it is rare for private sector investors in DENs to take demand risk. Even if the Council were to reach a point where it had sufficient control over the customer base, there is insufficient time in the programme to find a project partner before a decision needs to be taken to build the scheme in order to supply energy to customers to the required timescales)

ii. However, it is arguable that the WG and TH projects can be split into local area networks and interconnector pipework; the programme for the interconnector can be decoupled so that there are effectively two different 'start' dates.

a. WG and TH local area networks delivery needs to take place during 2023/24

b. The interconnectors that WG and TH are reliant on could be delivered in 2025/26 – they do not start until later and so could be separated into a PipeCo and the Council could defer their implementation to allow time to find a third party to (co-)invest in the interconnectors (although if the Council commences the local area network projects in 2023/24, it must also be prepared to deliver the interconnector part of the projects without third party involvement should any attempt to find a partner fall through)

iii. Additional PipeCo projects include extensions to St Ann's and Woodberry Down. The local area networks in these locations will be delivered by the respective developer for the site.

iv. North Tottenham (see 3.4.2) and PipeCo have potential to introduce third party involvement from the start

a. At NT, it is possible to conclude negotiations with Lendlease and then let a concession by novating contracts with Lendlease to an incoming Concessionaire (Option 6)

b. For PipeCo – this could be a public-public JV (tbc) or competition to appoint delivery partner

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v. Involvement of the private sector needs to be considered vs. overarching objectives of the Council as set out below in the extract from the Borough Plan (with emphasis added on aspects most relevant to DENs). Furthermore, involvement of the private sector is not dissimilar to PFI-type arrangements and so the degree of investment obtained from vs. the degree of risk transferred to any private sector partners requires careful assessment (this also applies to public sector partners but is likely to be less acute).

> Borough Plan Outcome 9: a healthier, active and greener place
>
> Reduce CO2 by 40% before 2020 and begin the journey to reduce to zero by 2050
>
> We will:
> - Promote Ultra Low Emission Vehicles, such as electric cars, and where required work with partner to install electric charging points.
> - Require all new development to achieve the Zero Carbon Standard.
> - ***Improve the carbon footprints of the council's corporate buildings and work with other partners to encourage energy efficiency projects.***
> - ***Lead on the delivery of an energy network where more sustainable energy is generated for use within the borough.***
> - Develop a plan for Haringey to become Zero Carbon by 2050 ***and start on its delivery***.
> - ***Explore setting up an alternative local or regional energy savings company(s) that would serve our community by helping to tackle fuel poverty***.

3.5.4. Although Option 3 is considered the only option, it also has a number of advantages over the alternatives including:

- Council control of projects,
  - Allows prioritisation of policy goals and carbon savings ahead of financial return
  - Provides access to financial returns of heat networks
- As well as being required for HNIP funding, an SPV
  - Limits Council exposure to reputational risk to some degree
  - Limits Council exposure to financial risk to some degree
  - Aligns with Council preferences regarding the manner by which it would deliver non-statutory energy services
  - Allows for the Council to easily exit the scheme at a later date
- Council leadership across a number of DEN projects effectively provides a common delivery vehicle across multiple projects which is an enabling factor for the future expansion of the heat networks programme (and would not be guaranteed with some other delivery models)

Commercial

- Council funding recognises that the substantive risks for the project are likely to remain with the Council in any event and that private sector investment is considered unlikely to represent value for money.

3.5.5. Based on the above assessment, **Option 3 - Fully public sector owned delivery vehicle with private sector delivery partner(s)** is recommended as the preferred option. As set out in Table 3.5 this approach has been used by several other public sector bodies including a number of local authorities. The key benefits of this option are summarised below as well as details of how they align with the Council's objectives:

Table 3.5 - Preferred Delivery Option

Characteristic	Description of Fully public sector owned delivery vehicle
Accountability for delivery of public value/benefit	Having a separate SPV (which is wholly, or majority Council owned), will provide clarity around the capital investment to develop the asset, costs and revenues, which will be publicly available. In addition, if the Council wanted to exit the SPV in the future, the lines of demarcation are clearer.
Investment opportunity for the public sector	While it is recognised the scheme will need significant public sector support in order to be deliverable, this can be justified in terms of the non-financial benefits. Once adequate support has been obtained, the remaining requirements will reflect an investible opportunity which can provide returns to the Council as investor.
Use of delivery partners allows risk sharing/risk transfer	As per section 3.2, the installation and operation (and potentially customer service and billing aspect of heat supply) roles will be outsourced as the Council does not have the capacity to fulfil these functions. The development of a Council owned SPV allows the Council to negotiate the level of risk shared between itself and the delivery partner(s) who will design, build, operate and maintain the system. The potential risk transfer and contracting options for these roles are discussed below in section 3.11
Ability to meet Haringey Council's strategic goals for the district energy system: e.g. reduce carbon and reduce fuel poverty.	A Council owned SPV allows the Council to influence the key success criteria and operational objectives, allowing it to specify the strategic goals of the overall project. Private sector involvement may limit delivery to more profitable parts of programme significantly reducing scope / benefits.
Ability to enable future expansion of the district energy system	As the SPV owner, the Council would be able to drive and develop new aspects of the heat network.
Enables the establishment of a coherent and more consistent brand across the borough	The use of a single SPV to deliver services across the DEN(s) and beyond, provides the opportunity to develop a DEN brand. This can lead to further financial and commercial benefits through the ability to attract and develop talent and expertise.
Possible access to a wider pool of finance in future	Given the various timelines associated with the individual DEN projects the Council is considering, with some likely to be operational prior to others being constructed, there could be a possibility for collateralising future cash flows when connections have been made. An SPV with multiple projects provides a diversification of revenue streams, reducing volatility and risk. This could present an interesting proposition for investors as the underlying risk is reduced and the financing structure can move from project finance to corporate finance. Where additional projects are then funded through corporate debt, this could be beneficial as it will reduce the reliance on local authority funding.

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3.6. Detailed Delivery Structure and SPV

3.6.1. The Council-owned SPV is recommended as the most appropriate corporate vehicle for the delivery of the Programme of DENs.

3.6.2. As set out above, Option 3 could morph into Option 4 (public-public JV) with the expansion of the network and the introduction of a PipeCo in relation to the interconnectors. The public sector JV partners are likely to be neighbouring LAs who have similar objectives and would benefit from having low carbon DENs delivering heat to their areas.

3.6.3. A public-public JV would also be beneficial as being co-owners can help resolve areas of conflict in what would otherwise be a supplier / customer relationship. This arrangement will be explored further post OBC and while developing the FBC.

Company Structure

3.6.4. It is recommended that the SPV is setup as a Company Limited by Shares (CLS). This is typically a commercial company that is managed by directors and owned/controlled by shareholders.

3.6.5. A CLS is the most flexible option and allows the Council to retain control of the project whilst also offering an equity stake, if desired, to a delivery partner. It also provides the flexibility to offer stakes in the energy network(s) in the future if desired.

3.6.6. A CLS is also allowed to distribute profits without restrictions. This would allow the heat network to deliver economic benefit to the Council. State Aid rules would need to be considered; however, this mostly affects the way in which the Council lends to the delivery vehicle or provides services to it.

3.6.7. In the first instance the Council is expected to own 100% of the shares. This structure allows for the payment of surpluses as dividends to the Shareholder – i.e. the Council, or to be used for reinvestment in the network.

3.6.8. The board of directors would be appointed by the shareholders, (i.e. the Council). This approach also has the flexibility to appoint one or more non-executive directors to provide expertise to the company.

3.6.9. CLSs are easily understood structures and backed by the Companies Act 2006. A CLS can trade, raise finance, invest in or be sold to third party investors. A CLS is liable to corporation tax on any taxable profits arising within the company. Should the CLS be dissolved any surplus would ordinarily be distributed to the shareholders in proportion with their interests.

3.6.10. Other types of company structures were reviewed, one other viable option is a Limited Liability Partnership (LLP). This is discussed further in Appendix G.

3.6.11. In principle, if the CLS was an LLP then this could eliminate corporation tax costs. However, the financial modelling currently forecasts a marginal benefit from the avoidance of corporation tax due to a lower overall tax charge over the life of the project. This is largely due to the capital allowances that are claimed, which minimises the tax charge but also delays the cashflow relating to tax payments reducing the financial benefit from tax avoided in present value terms. The option to set up as an LLP may be revisited later if there are changes in the project dynamics and a significant financial benefit can be obtained.

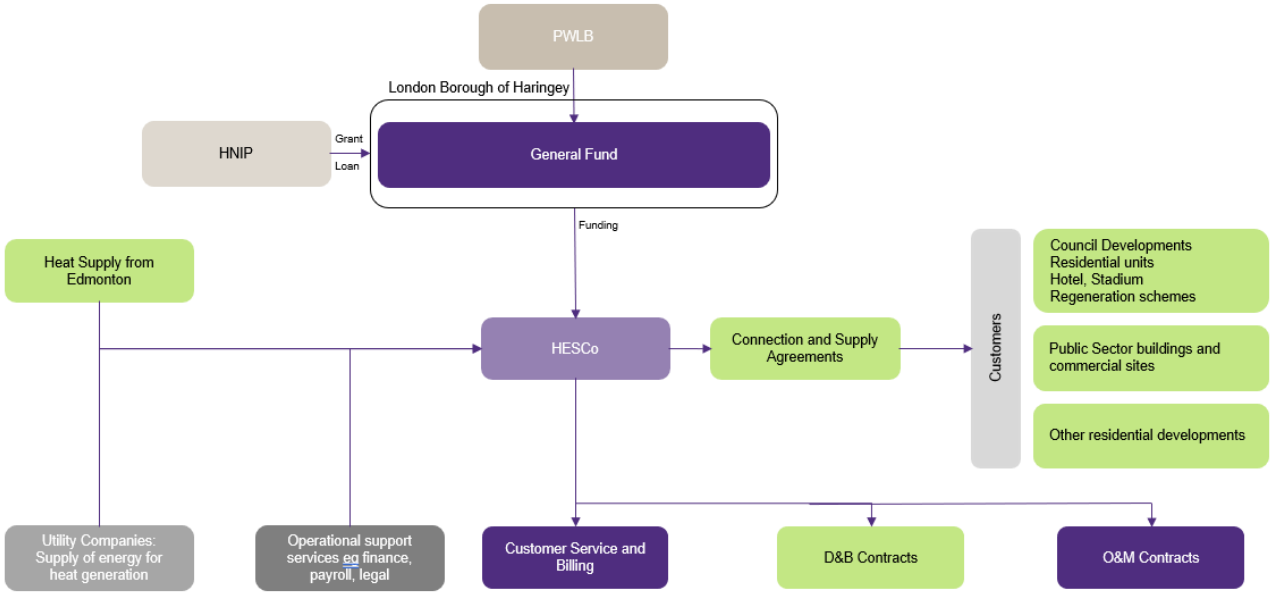
3.6.12. As can be seen from the above, there is something of a tension between maximising the tax efficiency of the delivery vehicle structure and minimising the complexity of the operational, contractual and regulatory structure which will be explored in the next stage of work.

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3.7. SPV Structure

3.7.1. For the purposes of this OBC, the proposed SPV has been named HESCO (Haringey Energy Supply Company). Figure 3.7-1 below, provides an overview of the proposed relationships which HESCO will hold in order to operate. These relationships are key levers for enabling HESCO and the Council, to manage the risks of business operations.

Figure 3.7-1 Overview structure of HESCO and key relationships



3.7.2. As a new entity, the SPV will not have a proven track record of heat delivery, being a newly established company which is a subsidiary of the Council. Given this, it is possible that the private customers of the SPV will look to secure guarantees from Haringey Council. For major consumers there may be a requirement for a Parent Company Guarantee or an expectation that the Council will act as supplier of last resort. ".Supply of energy is a commercial undertaking and any funding from the Council (or other public bodies) to the HESCO may constitute a subsidy under the subsidy control regime which has replaced EU State aid law since 31 December 2020. Financial support may constitute a subsidy if it is provided at below 'market rate'. However, even if the financial support to the HESCO does constitute a subsidy it may be a lawful subsidy if compliant with the subsidy control principles, or in other ways under a new regime. See Appendix H for more information on Subsidy Control.

3.7.3. The HESCO articles of association would regulate the appointment of directors and matters requiring shareholder consent. This structure would be simple to administer with all decisions vested in members or officers via delegation arrangements.

3.7.4. The fact that Haringey Council is both a customer and has control of the energy supplier (HESCO) could be seen as a blurring of roles. Ideally, the Council would not have members, or the Section 151 Officer on the HESCO board – thus avoiding conflicts of interest. The Council would need to carefully consider the matters that it (as shareholder) would require approval of under the business plan of the SPV. This could include registering any other shareholding, appointments and remuneration.

3.7.5. This structure ensures alternate options for investment and alternative ownership models are preserved for future consideration. Wholly owning the SPV also enables the Council to control whether profits are distributed or reinvested in the business.

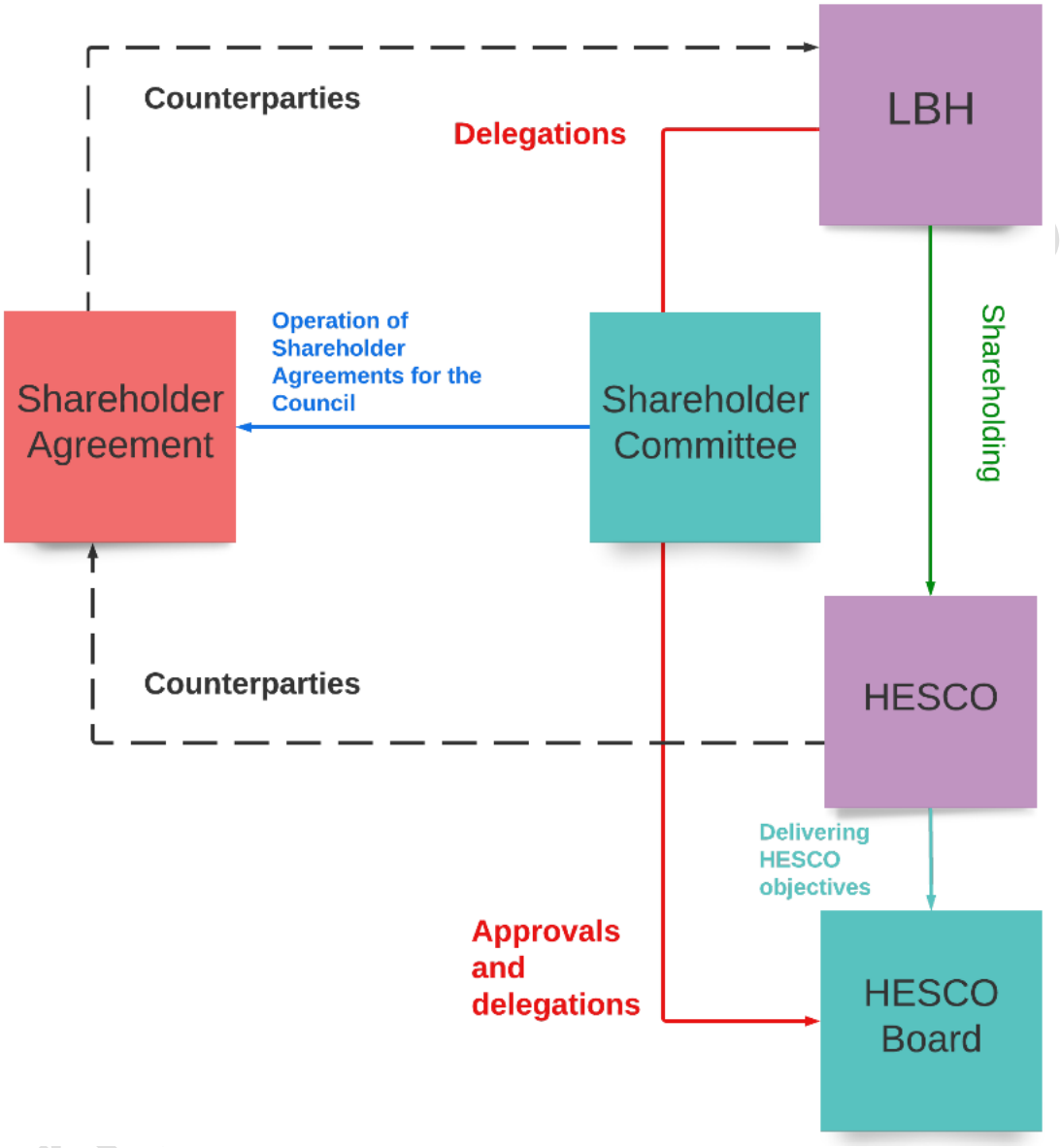
3.7.6. It is anticipated that the DEN programme will be delivered through a single SPV structure (i.e. HESCO would own assets in TH and WG even though they are not physically connected).

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3.8. Governance

3.8.1. As the Council is undertaking multiple roles, a multi-tier governance set up needs to be in place. The structure of these arrangements is laid out in the following diagram.

Figure 3.8 Shareholder relationship between Council and HESCO



3.9. Shareholder Committee

3.9.1. The Shareholder Agreement will govern the relationship between the Council and HESCO. This serves to manage and regulate the relationship between the shareholder (i.e. Council), the management of HESCO, ownership of shares and the protection of the shareholders. The Shareholders Agreement (SA) will also govern the way HESCO is run including appointment of directors and procedures relating to board meetings and shareholder decisions.

3.9.2. The Shareholder Committee is set up to assess the performance of HESCO and to provide the Board of Directors with appropriate Terms of Reference (ToR). The committee should not be concerned with operational issues but will provide the avenue via which the Council will manage its relationship with HESCO.

3.9.3. The point above is critical to the successful operation of the HESCO and the DEN Programme delivered through the HESCO being financially viable. It is crucial that the Council understands that the Shareholders' Board is the method by which it *manages its relationship with* HESCO and not

the *specific management* HESCO. Day to day management of HESCO is undertaken by the HESCO Board of directors as set out below. Blurring the lines between shareholder and company can result in a viable Business Plan not delivering returns to the Council. It is critically important that once the Business Plan and Company Policies (including specific policies on charging and debt collection) have been approved by the Shareholder Committee, the company is then left to operate these in an unfettered manner.

3.10. HESCO Board

3.10.1. The HESCO Board of Directors will be responsible for the management of the SPV, specifically delivery of the business plan and approved company policies and ensure that it remains commercially viable and financially robust. Fundamental to the successful operation of HESCO is sufficient resource to ensure the smooth operation.

3.10.2. The staffing of HESCO is still to be finalised but will include a number of contract managers and technical specialists as well as a board that can provide direction and decision making.

3.10.3. There are a number of roles that will be outsourced once HESCO is formed. While procuring the services of D&B, O&M and CSB contractors is obvious there are also several other roles that will need to be procured. These can be provided by the Council's in-house teams or by the private sector. Some of these roles may have to be TUPEed from the Council. Funding for these roles will be via HESCO's operating budget.

3.10.4. Table 3.10-4 below sets out in more detail the specific roles of the Council acting through its Shareholders Board and the HESCO's own Board

Table 3.10-4: Roles of Shareholders and HESCO Board

Council – Shareholder Board
The Shareholders Board will be concerned with objectives of the project and the performance of the HESCO, including: - Financial position of the SPV - Approving business plan / other activity outside of the business plan / delegations - Approving charging policy - Approving debt management policy - Carbon reduction - Delivery of social-economic issues like fuel poverty / apprenticeships - Customer satisfaction and complaints resolution
HESCO – Board of Directors
The Board of Directors will be responsible for day-to-day management of the SPV, ensuring that it remains commercially viable and financially robust, including: - Preparation of business plan - Monitoring cost and revenue against business plan - Developing and delivering plans for expansion - Operational issues e.g. maintenance, plant and equipment, IT systems, security of data - Stability and reliability of heat provision - Headroom available for making debt repayments - Debt and cash collection position - Customer satisfaction and complaints handling - Health and safety incidents - Audit reports

3.10.5. Table 3.10-5 shows the expected split between the roles which would be delivered by internal HESCO resources, those which will provided by wider Council resource and those more specialist services produced externally as well as comments on the arrangements.

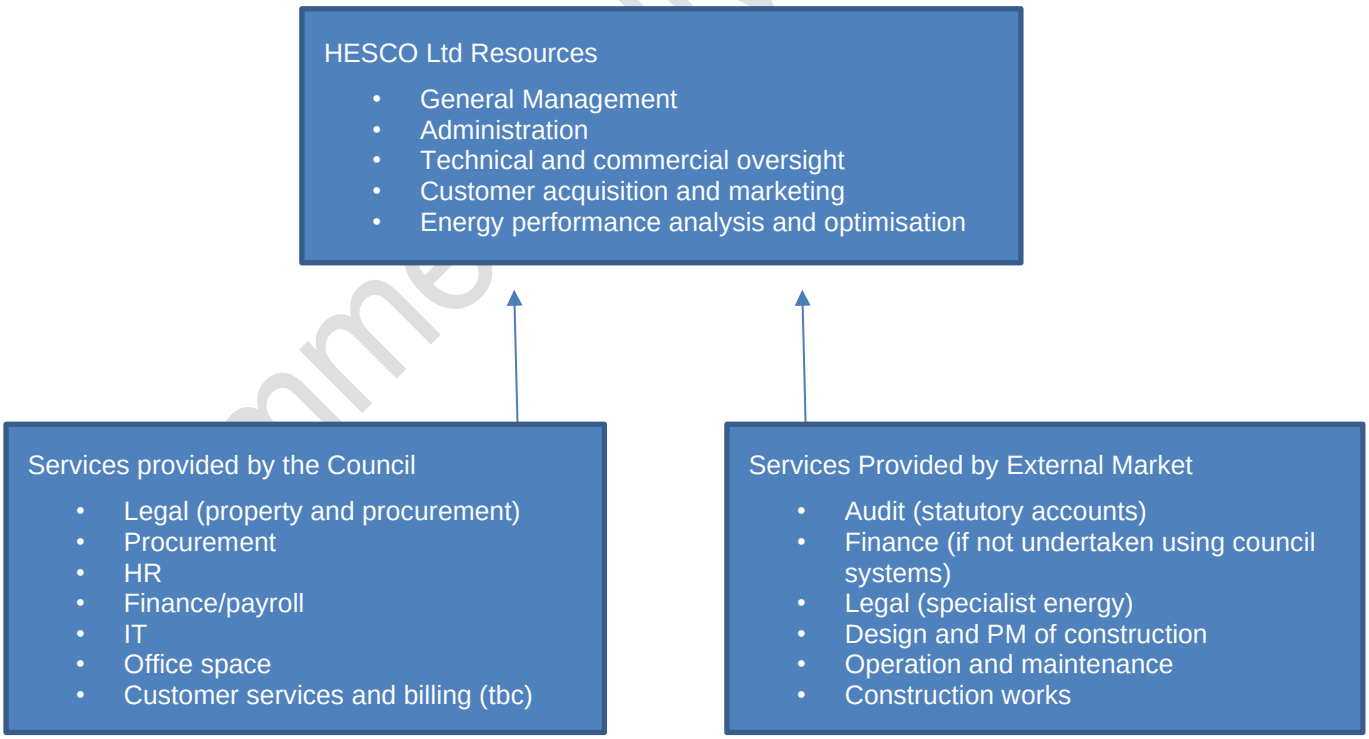
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Table 3.10-5 – Roles of Shareholders and HESCO Board

Role	Comments
Dedicated resource - Management and admin staff - Office space	- Staff would need to be hired by or transferred to HESCO - Services would have to be procured or arranged via contract with a provider (could be the Council)
Operational support: - Finance - Payroll - Legal - IT - Marketing - Procurement	Backoffice services can be outsourced or provided by the Council Service level agreements will be needed to manage these requirements Arrangements can vary dependent on availability of 'in-house' resource Where SPV ownership is shared, other shareholder demands will also need to be considered
Specialist/Periodic services - External audit - Energy reporting - Carbon audits	Some services will have to be procured as and when required due to their specialist nature and need Audit services may be tendered for on a periodic basis

3.10.6. Figure 3.10-6 provides further details on the specific roles which it is expected will be undertaken by each of these parties.

Figure 3.10-6 – Resourcing of HESCO and Services provided to HESCO



3.11. Contractual Arrangements

3.11.1. As a legally distinct entity, the HESCO will be the party that engages with the private sector for the development and operation of the networks in TH and WG. The analysis below details the most significant contractual arrangements that HESCO will enter into. See also Figure 3.10-6 above.

3.12. Operational Arrangements

3.12.1. HESCO will require a number of contractual arrangements in order to function as a heat supply business. These are summarised in Figure 3.10-6 above.

3.12.2. For some of these contracts, it is possible to aggregate them under one supplier and where possible this is recommended.

Design and Build (D&B), Operation and Maintenance (O&M) and Customer, Service and Billing (CSB) Contracts

3.12.3. Section 3.3 sets out that HESCO will outsource D&B and O&M and potentially CSB roles. It is currently proposed to break these up into separate contracts (and potentially to break the D&B role down further into packages such as energy centre building, energy centre fit-out, buried DEN network, etc.).

3.12.4. Please refer to Section 3.22.2 below(Procurement) for more detail on the reasoning behind the contractual arrangements and risk transfer being targeted.

Energy Purchase and Sale Agreements

3.12.5. There are a number of agreements that HESCO will need to enter into both to buy and sell energy. These are:

Energy Purchase

- Heat offtake from Energetik
- Services from Utility suppliers (gas for back up boilers and electricity for plant operation e.g. pumping)

Energy Supply

- Connection and Supply Agreements (C&SA) with site Developers for the connection and supply of heat to their sites. Underneath these will sit the individual commercial (CSA) and residential supply agreements (RSA) entered into by HESCO directly with end consumers once the developer's initial role (to construct the scheme, take heat during build out and then procure these subsidiary agreements) has expired

Energy Supply Agreements

3.12.6. There is one primary agreement that HESCO will use for the connection of development sites which is the Connection and Supply Agreement (C&SA). However, it has two different forms which relate to whether the supply is residential or bulk (non-residential).

3.12.7. The simplest form of C&SA is for bulk supply where HESCO's responsibility ends at the thermal substation (connection point between the DEN and the building network). In this case, heat is sold in high volume to a single customer who may be a landlord who in turn sells heat to tenants of the building.

3.12.8. For residential supply, the C&SA is the baseline agreement between the Developer and HESCO. In this case, the C&SA has residential (RSA) and commercial (CSA) supply agreements that sit under it. The C&SA sets out what heating infrastructure HESCO is responsible for (post adoption), which normally includes all parts of the on plot/site district heating infrastructure that are constructed by the Developer up to and including the HIU/meters in the dwellings.

3.12.9. Developers could be either private or the Council itself either acting as a developer, or via a developer (primarily to deliver new HRA blocks as part of the Council's housing delivery programme). These developers are required to connect to the DEN as per planning policy.

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Developers are typically responsible for negotiating and paying for heat network connections and may also be acting on behalf of future occupants who will become the customers of the DEN.

3.12.10. Where the Council is buying a block from a developer, it will typically determine whether or not to buy energy from the DEN.

3.12.11. Existing buildings would typically negotiate connection and supply agreements on behalf of themselves as the occupant/operator of the building. The existing buildings we will approach to participate in the project tend to be large public facing institutions (e.g. schools, colleges, council buildings). In a majority of cases the existing buildings fall under the Council's remit, therefore simplifying the connection decision. Where existing buildings are not owned by the Council (e.g. Harris Academy) additional engagement is required to enable the connections.

3.12.12. In some cases (e.g. leisure centres), the building owner (Council) might be institutional but the occupier would be a third party (such as Fusion Leisure). Where there is an incumbent third-party occupier, negotiations would be more complex depending on length of lease and obligations within a lease. For leisure centres where operators are typically on 5-year contracts, the Council would be responsible for connection costs (an improvement to the building) and would require buy-in from current occupant on the supply contract. A commercially simpler option would be to time the DEN connection in line with the procurement of the next operator.

Heat Purchase

3.12.13. The primary source of heat for the HESCO's DEN is planned to be obtained via the proposed interconnection (of Tottenham Hale and then Wood Green local area networks) with North London Waste Authority's ERF plant at Edmonton. Officers have had initial discussions with Energetik on a heat purchase agreement over the last two years which has identified many of the key commercial aspects of the agreement to feed into preparation of the business case. During this time, Energetik has been progressing its own heat purchase agreement with the North London Waste Authority which has now been signed (and this agreement will dictate much of Energetik's commercial approach). Further information on these discussions can be found in the Management Case (Section 5.7.43).

3.12.14. Energetik is keen to sell heat to customers and so it is expected that the Council will negotiate an agreement with Energetik for heat. This is likely to be back-to-back with Energetik's own agreement with NLWA. Whilst discussions have been informal, they have identified many of the key issues. The latest status of these arrangements is set out below:

- NLWA has planning permission and has commenced preparatory works and procurement for a D&B contractor for main facility. A number of planning conditions remain to be resolved including demonstrating support to commercially viable DENs and this may provide some leverage with NLWA.
- Energetik:
    - has received funding from the GLA which requires Energetik to make a connection available to Haringey with 20MW capacity
    - has now signed exclusive heat purchase agreement with NLWA for up to 60MW of heat and therefore it effectively has a monopoly for heat generated by this facility
    - cannot practically use all of the heat within Enfield and therefore need to find customers in neighbouring Boroughs
    - has received HNIP funding which includes a condition to sell heat to Haringey at 'close to cost'
    - has planning permission for its scheme and has commenced construction
    - is actively approaching the Council's DEN team to understand opportunities and commence discussions
    - cannot offer anything it has not obtained in their agreement with NLWA e.g. guarantees (none provided), period of agreement (expected to be up to 40yrs)
- Discussions with Energetik are at an early stage but some key principles have been defined
    - The price paid by Energetik to NLWA is based on electricity income foregone by NLWA and this provides a floor in what Energetik can offer the Council
    - Availability, carbon performance and maximum temperatures are set
    - The capacity available to Haringey is capped by the size of infrastructure currently being installed by Energetik (the GLA has funded an upgrade to allow a nominal 20MW supply with zero connection cost)

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- Current modelling for DEN Programme as contained in this OBC includes prudent assumptions based on the above constraints

3.12.15. Haringey will need to comply with public procurement legislation and internal standing orders when buying any energy from Energetik and a route has been identified which makes use of an exemption in the Utility Contract Regulations to allow direct negotiation (although a waiver to internal standing orders will still be required). Please see Section 3.27.11 on procurement. The Council's Contract Standing Orders, Procurement Code requires a waiver from Cabinet to use this exemption and award a contract and the waiver will be sought as a part of the FBC. Negotiation can commence in the meantime.

3.12.16. The approach to progressing the discussions to formal agreement is set out in the Management Case (Section 5.7.43).

3.12.17. Note that the heat supply from the ERF (of up to 20MW) is not intended to supply all of the heat for the DEN as the peak capacity when fully built out is likely to be around 60MW and the ERF will require regular downtime for maintenance. The local energy hubs therefore house natural gas boilers which will provide top-up heat in cold weather and are capable of supplying the full heat load for periods of ERF maintenance. The ERF will supply around 90% of the heat.

3.12.18. Indeed, heat supplies from the ERF are not expected to come online until 2025/26 whereas the local networks are expected to start operating in 2024. This means the link from Energetik's network to the energy hubs in Tottenham Hale and Wood Green is not on the critical path and there is more time to deliver this part of the project.

Utilities Supply

3.12.19. Although the primary source of heat for HESCO is the NLWA ERF, there is a need to provide back up and top up heat supplies when this is offline as well as energy for pumping heat around the network. The back-up supplies of heat will come from conventional gas fired boilers located around the network. Therefore HESCO will need to put in place contracts with utility suppliers which it is expected will be procured through the Council's existing arrangements via the Laser framework.

Support Arrangements with the Council

3.12.20. In order for the HESCO to start trading and be able to operate, the Council and the HESCO will have to enter into a number of agreements. These will include arrangements for funding (loan), staffing and administration. In addition, any contracts entered into by the Council involving the DEN will have to be novated to the HESCO.

3.12.21. This could include some arrangements which constitute procurement by HESCO e.g. for legal, accountancy, procurement or HR support to be provided by the Council. Any such procurement is likely to be of low value and not subject to public procurement rules.

3.13. Financial Arrangements

3.13.1. The Council's provision of finance to HESCO for the TH and WG projects will come from a range of sources which are either on granted or on lent from the Council to the HESCO. The sources available to the Council include PWLB, CIL, s106 agreements, HNIP Grants, HNIP Loans, etc. The figure below provides a summary of these lending arrangements (MEEF is the Mayor's Energy Efficiency Fund, a potential source of borrowing by the Council).

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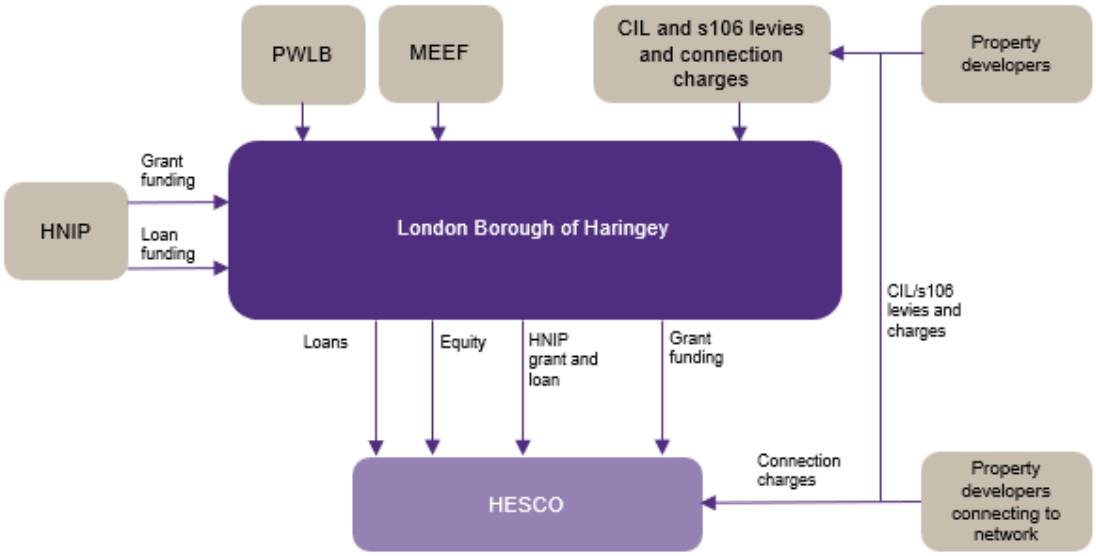


Figure 3.13-1 - Funding Sources

3.13.2. Note that the proposed funding strategy for the project is discussed in detail in Section 4: Financial Case

Subsidy Control[16] Considerations

3.13.3. The Council recognises that this project has Subsidy Control implications and has sought advice which can be found in Appendix H - this currently shows that the proposed project is capable of being compliant. Although this will be monitored as the project progresses in the event of any significant change which may impact this assessment.

3.13.4. The following potential areas of aid will be assessed through commercialisation to ensure this current view remains the case, i.e.

- HNIP (and other grant schemes e.g. Green HN Fund, ERDF, Housing Infrastructure Funds)
- Community Infrastructure Levy (CIL)
- ECO (this is a market payment from an energy company to the council for helping them meet their obligation to reduce domestic running costs in existing buildings)
- Connection charges as set out in s106
- Leases from the Council to HESCO
  - In Wood Green, the developer is obliged to lease the EC to the Council for peppercorn – the Council will sublease to HESCO
  - In Tottenham Hale, it is proposed HESCO will lease low value land from the Council for a peppercorn and will then develop the EC on this land
- To benefit from the Council's statutory land rights (which have a value), HESCO may pay the Council to build pipes on its behalf if the Council leases back to HESCO for peppercorn
- Finance from the Council: equity if returns are lower than normal / soft loans at below market rates
- Parent Company Guarantee from the Council to HESCO
- Other services from the Council to HESCO e.g. free accommodation for HESCO staff at the Council offices, legal and procurement advice from the Council staff to HESCO, use of the Council contracts (gas and electricity, etc.)

[16] Subsidy Control has replaced State Aid since 31/12/2020.

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[redacted]

3.13.6. In applying the subsidy Control principles it would be prudent to consider the requirements of GBER Art 46; the system must be an energy efficient district heating and cooling system. The Council anticipates that both the general conditions and the specific requirements under GBER would have been satisfied had they applied. For example, it is estimated that >90% of the heat delivered by the project will be sourced from the ERF.

3.13.7. The former GBER rules about the quantum of allowable aid do not directly apply, although they may be used by HNIP as a guide to allocation of grant.

3.13.8. While the preliminary analysis of the quantum of aid considers only the major sources (loans, CIL and HNIP) it is likely to increase once more minor sources of potential aid are included (e.g. future GLA DEEP funding etc).

3.13.9. The UK ceased to be subject to the EU rules directly after the end of the Transition Period on 31 December 2020New arrangements were agreed in the UK/EU trade and co-operation agreement which amongst other things has introduced a subsidy control regime which now applies in the UK. It is being amplified and updated by the Government's subsidy control bill currently before parliament.

3.13.10. The amount of Subsidy and Subsidy Control compliance is reviewed under the Financial Case (Section 4.1.4).

3.14. Access and Permission Agreements

3.14.1. The DEN networks cross a large geographic area, and on occasion need to cross or be built in vicinity of existing infrastructure. In order to construct the DEN, various permissions will be required. These will require agreements, which HESCO/ the Council will need to enter into. These are further described in the management case (Section 5.8). The entities that we will need to seek agreements with include:

- Network Rail
- Council - Highways Service
- Council - Planning Service (including Environmental / Pollution Services for ground works)
- Environmental Agency
- TfL (where bus routes may be impacted).

3.14.2. Alongside formal agreements and permissions, the DEN programme will work closely with other key stakeholders to develop and ensure safe delivery of the DEN network. These include Tottenham Hotspurs Football Club so that crowd control and pipe installations do not conflict, and other council services that are key users of the road network (e.g. Waste Services).

3.15. Ownership and Property Arrangements

3.15.1. The DEN network can be broken down into distinct constituent parts.

3.15.2. Simply put, the ERF is at the heart of the network and Energetik have arranged to take heat from the ERF and are building a network of buried pipes to the Haringey border.

3.15.3. A pumping station will need to be provided (on Council land) close to the interface with the Energetik network to provide additional impetus to circulate water through an 'interconnector' network of buried pipes between Enfield and neighbourhood scale energy centres at various locations in Haringey.

3.15.4. The energy centre buildings are expected to be either on Council land or provided by a developer to the Council as part of a planning/development agreement with a suitable lease. The energy centres will house boiler plant, thermal stores (to accumulate heat supplied from the ERF to be discharged at peak periods), more pumps and other ancillary equipment.

3.15.5. There is then a local network of buried pipes between the neighbourhood scale energy centre and customers.

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3.15.6. Buried pipes are considered as 'primary network'. The buried interconnector network for the TH and WG projects is anticipated to be exclusively within either the public highway or Council land. The vast majority of the buried neighbourhood network is expected to be within the highway or Council land or within customers' land. The exception is the proposed link to Alexandra Palace in Wood Green which is likely to require agreement to cross Network Rail and Thames Water land (because available routes following the public highway are prohibitively expensive).

3.15.7. Where the buried/primary network reaches buildings, a hydraulic break is provided between the buried network and the buildings above ground heating system in the form of a substation. This is to manage system pressure and/or to provide a clear demarcation in ownership.

3.15.8. The above ground system in many customer buildings (which are mainly residential buildings17 but this may also apply to non-residential or mixed-use buildings) will then comprise a secondary network linking to multiple customers in the building. Some buildings (typically non-residential but could apply to houses) will have only a single customer and there is no secondary network.

3.15.9. Where there is a secondary network, the final connection to a customer is via a Heat Interface Unit which, again, provides a hydraulic break primarily to manage ownership responsibility (but also to limit potential leaks within customer demise which can be difficult to access).

3.15.10. The ownership arrangements for the constituent parts is set out in Table 3.15-11 below.

3.15.11. Note that in many cases the ownership proposes the Council initially with a transfer to HESCO. The rationale for this is explained in paragraphs 3.16.14 to 3.16.25.

Table 3.15-11 Ownership arrangements

Component of Scheme	Description	Ownership Arrangements	Operated and maintained by
ERF [note this is outside of the OBC]	The Energy Recovery Facility at the Edmonton EcoPark that supplies	NLWA / LEL	LEL's contractor tbc
Energetik/primary network [note this is outside of the OBC]	Buried network including valves, controls ducts, etc.	Energetik / Enfield Council	Energetik's contractors (Vital Energi tbc)
Pumping station	Small plant room location on Council Land	HESCO	HESCO's O&M contractor
Interconnector/primary network	Buried pipe downstream from Energetik but upstream from each Energy Centre	Initially Council then transferred to HESCO	HESCO's O&M contractor
Energy Centre – TH	New Build Energy Centre adjacent to flyover	HESCO (building) – land on which EC constructed leased to HESCO by Council	HESCO's O&M contractor
Energy Centre – WG	Energy Centre on St William site	HESCO (by lease sublet from Council) – building owned by developer initially	HESCO's O&M contractor

[17] Including many Council housing buildings

Commercial in confidence

Component of Scheme	Description	Ownership Arrangements	Operated and maintained by
Energy Centre, primary network, HIUs and tertiary networks – Broadwater Farm [all existing]	Entire scheme at BWF	Council (HRA) [1]	Council's O&M contractor (same O&M contractor as HESCO but under different contract)
Local/primary network – in highway	Local area heat network between energy centres and customer buildings	Initially Council then transferred to HESCO	HESCO's O&M contractor
Local/primary network – in customer land	Local area heat network between energy centres and customer buildings	Initially developer until HESCO is set up then HESCO (unless HESCO not set up in which case Council)	HESCO's O&M contractor
Local/primary network – in Council Land	Local area heat network between energy centres and customer buildings	Initially Council until HESCO is set up	HESCO's O&M contractor
Local/primary network – in private Land	Local area heat network between energy centres and customer buildings	Initially Council then transferred to HESCO	HESCO's O&M contractor
Substations/Commercial points of connection	The thermal break between the local area network and each building (some buildings contain multiple customers connected by a secondary network, some buildings contain a single customer)	HESCO	HESCO's O&M contractor
Secondary network in new build – primarily bulk supply to residential blocks [including to any HRA blocks]	The entire heat infrastructure within residential buildings up to and including HIU	Developer/building owner [including Council (HRA)] [1]	Developer/building owner's O&M contractor [where this is HRA, this is the Council's O&M contractor which will be the same O&M contractor as HESCO but under a different contract]
Secondary network in new build – primarily residential metering and billing by HESCO	The entire heat infrastructure within residential buildings up to and including HIU	Developer	HESCO's O&M contractor
Tertiary networks	Heating systems in the dwelling after the HIU	Individual property owners	Individual property owner [including HRA, note tertiary systems are normally landlord's reserved property in leases]

Component of Scheme	Description	Ownership Arrangements	Operated and maintained by
Non-residential building heating systems	The building heating system after the commercial point of connection	Building owner	Arranged by occupier/owner

Note [1] – there are several Council housing blocks (within the HRA) that are proposed to connect to the DENs in TH and WG. The heating systems serving these blocks are currently operated by the Council's in-house heat supply business. HESCO will provide a bulk heat supply to these sites which will continue to be operated by the Council. [redacted]

3.16. DEN Buildings (Energy Centres and Pumping Stations)

3.16.1. The Council has powers to establish and operate generating stations (i.e. Energy Centres) and construct associated works for the conveyance of heat (i.e. pumping stations).

3.16.2. The proposals under consideration in this Outline Business Case include:

- A pumping station near the border with Enfield;
- An Energy Centre beneath/adjacent to the Watermead Way flyover in Tottenham Hale (figure 14.6-4; and
- An Energy Centre in Wood Green.

3.16.3. The first two of these buildings are on Council land:

3.16.4. In order to distribute the heat from the Energetik network an intermediate pump station is required to be installed close to the LB Enfield / Haringey boundary. It is proposed to locate this small building approximately the size of a single garage adjacent to the Highway on land that is Council owned as shown in Figure: 3.16-4 and 5 below.

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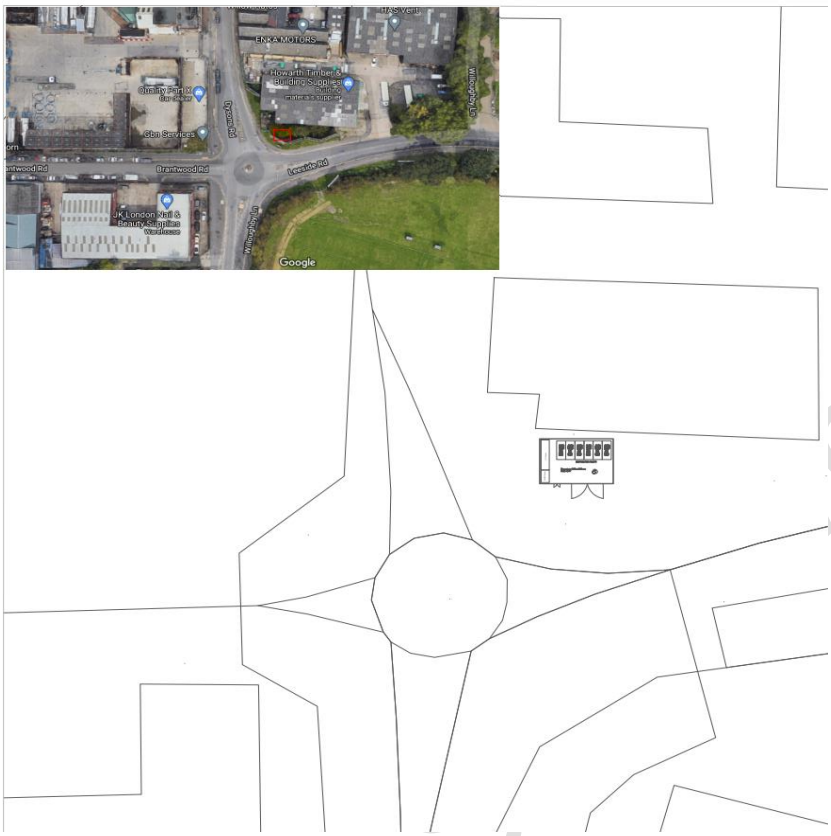


Figure: 3.16-4: Location of pumping station adjacent to Elm Lea Trading Estate at junction of Leeside and Dyson Roads (red box indicates pumping station location)



Figure: 3.26-5: Location of pumping station (purple rectangle) adjacent to Elm Lea Trading Estate (red area indicates council ownership)

3.16.5. The pumping station has been provisionally sized to export the full 20MW capacity available to the Council and Hackney and is expected to be c. 30m^2 and expected to fit on land behind advertising

hoardings located adjacent to the Elm Lea Trading Estate. The pumping station is considered likely to fall within Local Authority permitted development rights.

3.16.6. The Tottenham Hale Energy centre is to be a newly constructed Energy centre, designed to house; peak and back up boilers for the core Tottenham Hale site, heat exchangers for hydraulic separation between the interconnector and local networks, ancillary plant, and 275m3 of thermal storage to maximise the utilisation of the ERF heat.

3.16.7. The building is proposed to be a single storey portal frame type construction. The precise design is to be confirmed (a consultation and planning application will be required). Two alternative visualisations of the Energy Centre are set out in Figures 13.16-10b and 3.16-10c below.

3.16.8. There are pros and cons to the two options. The option to install the energy centre entirely adjacent to the flyover is simplest from a Highways consent and land ownership perspective and is also lower risk and lower cost. However, it is more intrusive and has greater impact on the surroundings and so is considered to have greater planning risk.

3.16.9. Installing some of the plant under the highway is possible. This could be less active plant e.g. thermal stores or meeting rooms. However, there are issues with this in terms of integrating with the bridge structure to ensure there are no impacts on the bridge and maintenance is not compromised.

3.16.10. The EC will be located in wholly owned Council (highways managed) land, see Figures 3.16-10a, b and c. There are a number of factors that will need to be taken into account before the location of the Energy Centre is finalised including: (i) the highway status of the Council's land; (ii) whether any highway use will need to be stopped-up to allow the construction of the Energy Centre (pursuant to provisions in the Town & Country Planning Act 1990 or the Highways Act 1980 (as appropriate)); (iii) whether the land just needs to be re-designated or appropriated to an alternative use; and (iv) whether any works could be carried out under licence pursuant to Section 50 of the New Roads and Street Works Act 1991. The planning process should identify and secure any access to the flyover that may be required by the highway authority for maintenance purposes, if any part of the Energy Centre is proposed to be located underneath or adjacent to the flyover.



Figure 3.16-10a: Preliminary 3-D visualisation of Tottenham Hale Energy Centre Adjacent to Flyover

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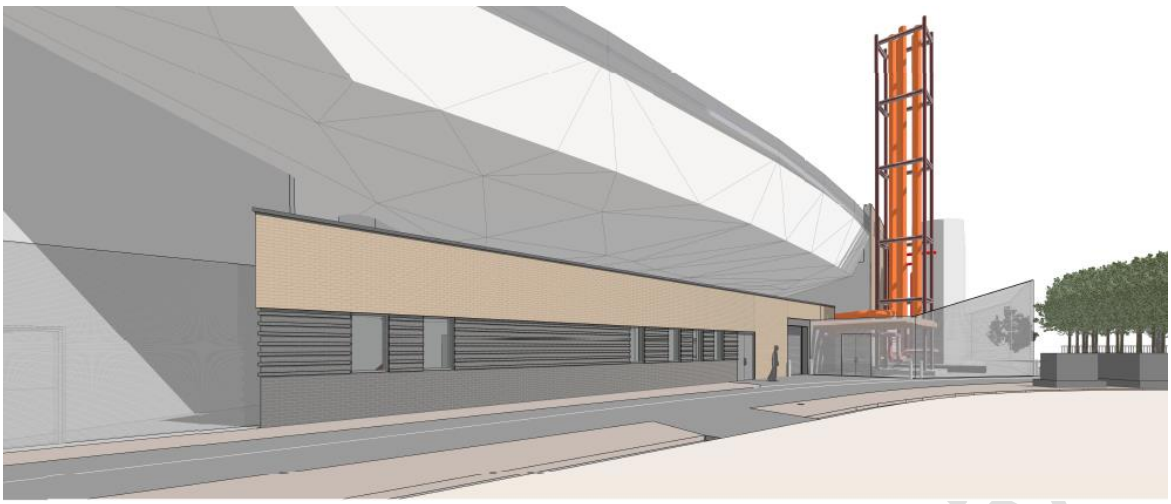
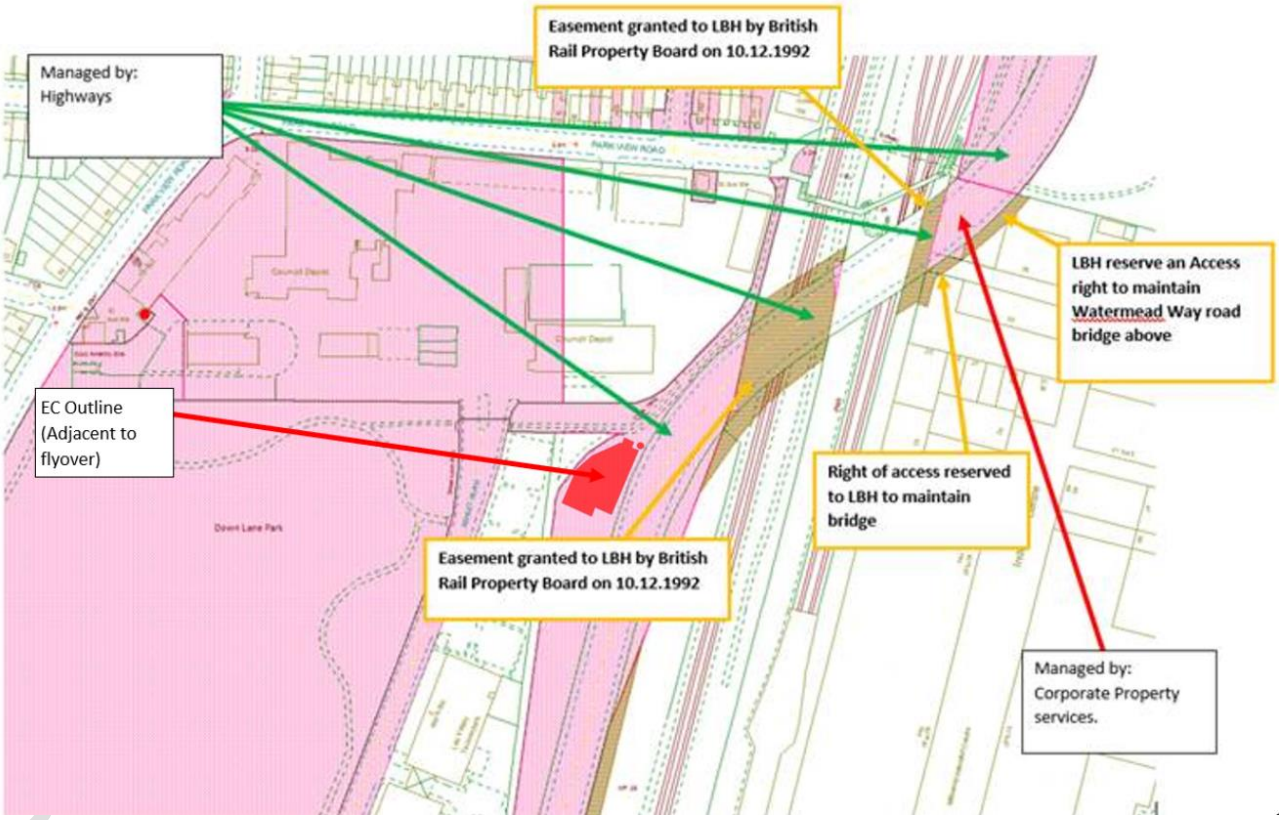
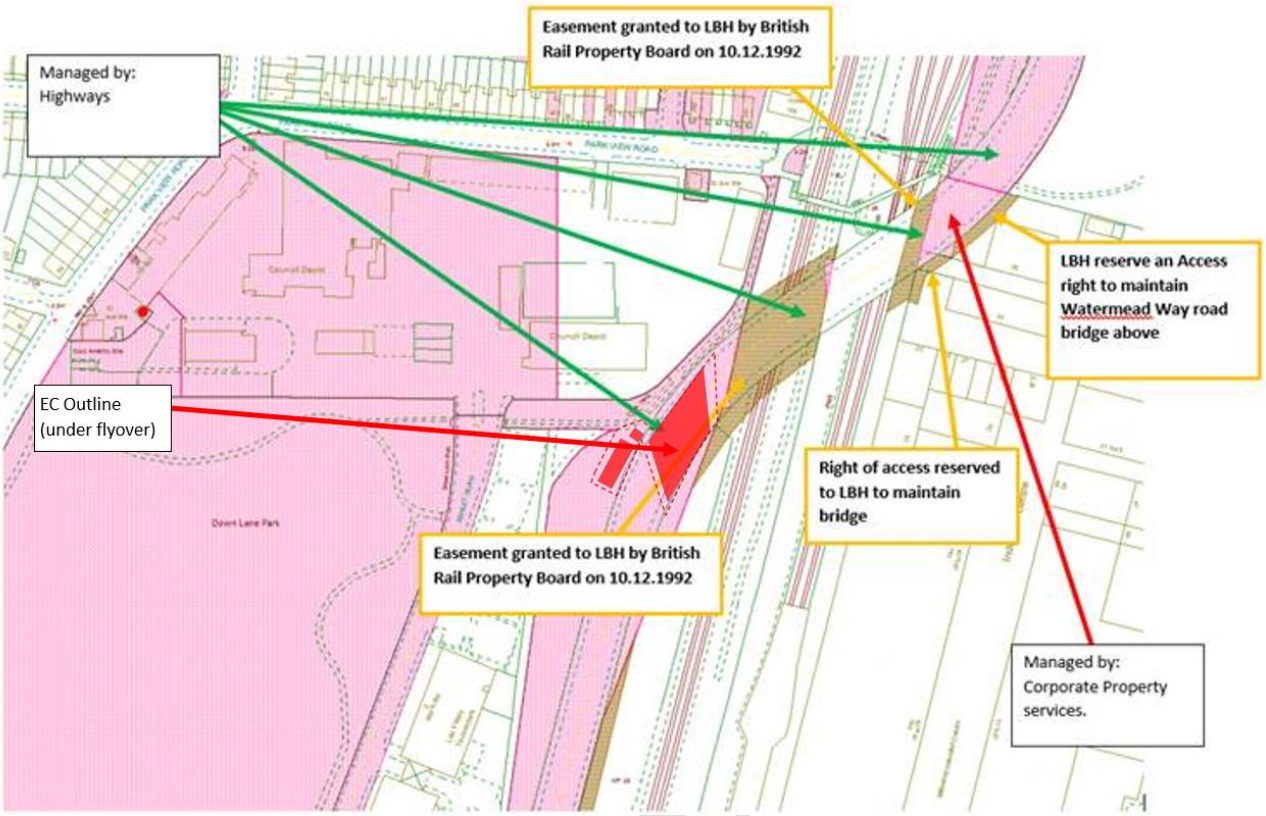


Figure 13.16-10b: Preliminary 3-D visualisation of Tottenham Hale Energy Centre Under and Beside Flyover

Figure 3.16-10c: Location of Tottenham Hale Energy Centre (red polygons) beneath and/or adjacent to Watermead Way flyover (pink shaded area indicates Council freehold)

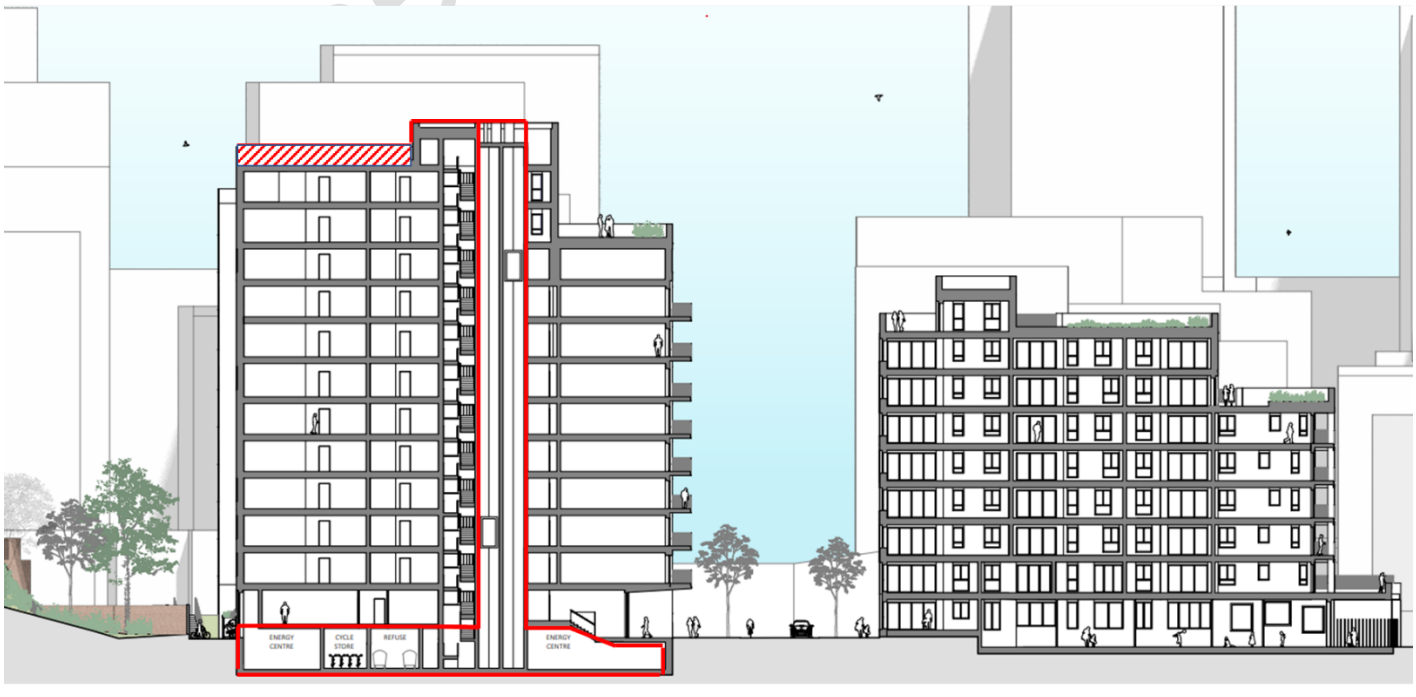


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3.16.11. The energy centre in Wood Green is on developer land and is shown in Figure 3.16-11below. The Council may seek delivery of energy centre buildings on developer land through agreements with developers (e.g. planning agreements, as is the case at Wood Green or development agreements, as per the proposal in the North Tottenham OBC).

Figure 3.16-11: Section through the Wood Green Energy Centre in Building D4 of the Clarendon Square development – red outline shows indicative area to be leased to the Council



3.16.12. The Energy Centre (EC) at Wood Green is an example of how the Council can obtain an energy centre via a s106 agreement. The agreement for the Clarendon Square development obliges the developer to provide an energy centre within the scheme. To facilitate this the Council will need to enter into a lease agreement with St William (the developer) to fitout and use this EC including laying utilities to/from the space. This is already established through a parallel planning obligation on the developer to enter into a lease. The lease itself will be developed during the next stage of work (the s106 states timelines around when the developer must enter into negotiations with the Council and issue the lease which are triggered by how they progress their development and these have not yet been triggered).

3.16.13. The figure 3.16-11 above gives an indication of how the energy centre will look. It is housed in the basement and ground floor of a new building (with existing planning permission) and while there will be louvres and some other infrastructure at ground floor, it is incorporated into the wider built environment. insert here – drawings of StW Energy Centre and explanation of the additional functionality/cost.

Buried Network in Highways Land/Council Land

3.16.14. Advice from Bevan Brittan (the Council's legal advisors) is that the Council has a statutory power to place or maintain apparatus in a street (including breaking open the street to install and maintain heat pipes) without the consent of any owner of the subsoil beneath the street.

3.16.15. However, the HESCO does not have these statutory powers and therefore would require the consent of the relevant highway authority and any subsoil owners to break open the street to install and maintain heat pipes.

3.16.16. It would also likely to be necessary for the HESCO to obtain landowner consent from any subsoil owners even in a situation where the Council had relied on its statutory powers to install the heat pipes and then the Council had subsequently transferred ownership of the pipes to the HESCO.

3.16.17. There are a range of potential options by which HESCO could secure the necessary landowner consents. The most straightforward option would be for the HESCO to agree appropriate easements and wayleaves with the landowner. However this may not always be possible (if, for example, the identity of any subsoil owner is unknown). Alternative options could include:

- the Council relies on its CPO powers to acquire the necessary property rights and then transfers those rights to the HESCO;
- where the owner of the subsoil is unknown, an application could be made to the Land Registry, in reliance on a principle known as the 'medium ad filum presumption' (essentially that the Council has a presumed ownership of the subsoil), and obtain insurance against the risk that this presumption may be incorrect; or
- the Council could install the pipes in reliance of its statutory powers and **retain ownership and control** of the pipes, and then agree a contract with the HESCO which allows the HESCO to use the pipes. It may be possible for HESCO to undertake this role without the HESCO requiring landowner consents. Further consideration would be required to ensure that the HESCO's role in this situation would not stray over into one that involved the transfer of a degree of property interest and/or control to the HESCO in way that resulted in the need for the HESCO to obtain landowners consents.

3.16.18. It is also possible that, in the future, the statutory powers currently held by the Council to install and maintain assets in the subsoil beneath a highway could be extended to other organisations (potentially such as the HESCO) that build or operate heat networks. This possibility is contemplated in the Government's *"Heat Networks: Consultation on Market Framework*" document published in 2020.

3.16.19. Further consideration would therefore be required at the commercialisation stage regarding the requirement for landowner consent in respect of HESCO's potential role in installing and maintaining the pipes.

3.16.20. There are a range of potential options by which HESCO could secure the necessary landowner consents.

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3.16.21. See Appendix I (Legal considerations regarding laying pipes and breaking open the street) for further details.

Buried Networks in Private Land

[redacted]

3.16.26. While the Council does have compulsory purchase powers, under section 13(1) of the Local Government (Miscellaneous Provisions) Act 1976 Act, to acquire rights over third party land, consent would have to be obtained from the Secretary of State. The standard compulsory purchase process can take 18-24 months to conclude, which is programmatically challenging.

3.17. Heat Pricing Strategy

3.17.1. HESCO's business will be the supply of low carbon heat to customers across the various DENs. This section details how (and on what basis) the cost of heat has been assumed to be charged to residents and businesses in this OBC.

3.17.2. There is scope to change the proposed charging although this will have financial implications. The Council will have control over this through Cabinet (unless delegated to officers) prior to FBC. Post FBC, changing charges will be more complicated as a number of contracts will have been signed and the financial implications will be increased as the Council will already have invested. It is assumed the charging strategy would be subject to shareholder approval (i.e. Council as shareholder).

3.17.3. The OBC has modelled the sales of heat by the HESCO to a range of customers. These include primarily housing sites (a mix of private sites and HRA sites with both tenants and leaseholders) but also non-residential sites. It is important to understand the core principles used when determining HESCO's assumed charges which are common to all sites. These are:

a) The total charges for heat supply from HESCO will be no more than the costs that would have otherwise been incurred by the building owner/occupier for heat supplies from the cheapest long-term alternative and permissible system on a whole life cost basis.

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b) HESCO's charges will also vary from site to site because the cheapest long-term alternative and permissible system varies from site to site (e.g. an individual air source heat pump (ASHP) in a new building or a communal gas boiler in an existing block)
c) HESCO's charges will be split[18] between the building owner / landlord and the occupant(s) and reflect how the costs of alternative heating systems would have been shared
d) The share of HESCO's charges payable by the occupant will reflect energy costs and will vary with consumption. They will be structured as a fixed charge (£ per month) and a variable charge (£ per unit of energy used)
e) The share of HESCO's charges payable by the building owner reflect that often a building owner is legally obliged to provide and maintain heating infrastructure on behalf of occupants. It will be structured as a fixed cost (i.e. independent of energy use)
f) The charges will change over time as the e.g. If the cost of gas increases, charges will also increase
g) The HESCO model and charging will not differentiate between Council sites and non-Council sites.

3.17.4. The first principle of the HESCO charging is to ensure that the charges will be no more than the costs of the cheapest long-term alternative and permissible system on a whole life cost basis. This is assumed to be as follows for different buildings:

- For existing buildings, the cheapest long-term alternative and permissible system is the existing heating system, and the associated running costs which are often relatively low, will be known. All of the existing buildings proposed to connect to the DEN (whether residential or non-residential) currently rely on larger commercial sized gas boilers (communal gas boilers in residential buildings). It is challenging to supply energy from the DEN at a lower cost than available from larger gas boilers. In this instance the HESCO will therefore work to match these costs but will only offer to sell energy to customers where a commercial case can be made to do so.

- For new buildings (where all of those proposed to connect are residential buildings), the cheapest long-term alternative and permissible system is an individual Air Source Heat Pump (ASHP). This would be the alternative system required by planning if not connecting to a DEN. Note that this also applies to some recently constructed residential buildings where, because the DEN is not yet available, the planning approval has allowed installation of communal gas boilers on condition that the building connects to the DEN if a viable offer is made. ASHPs have a higher overall cost of heat and so there is scope to offer a reduction from the DEN.

3.18. Heat Charges to Residential Consumers

3.18.1. HESCO has two options for supplying residential blocks. It can either:

a) Supply to the person operating the heating system in the block who will then sell energy on to residents (this is assumed to be, and frequently is, the landlord although there could be another body acting as the intermediary between HESCO and residents); or

b) Reach agreement with the building owner/landlord to use the building heating system to supply direct to residents.

3.18.2. The first option will be used in the following situations:

- In any Council residential building (existing and new) [redacted]

- In any existing residential building as changing the arrangements within the block will be constrained by existing legal arrangements.

[redacted]

[redacted]

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[redacted]

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[redacted]

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[redacted]

[redacted]

3.19. Heat Charges to Commercial Buildings (non-residential)

3.19.1. All of the commercial buildings proposed to connect are large existing buildings with large commercial boilers (as opposed to small commercial units within residential buildings which are discussed in 3.18.23 above).

3.19.2. For existing commercial consumers it is proposed that charges are set fundamentally on the same basis as above, to match avoided whole life cycle costs. However, because the cost base faced by larger customers varies on a site-by-site basis charges will vary on a site by site basis also. In addition, some larger existing sites will be expected to retain their existing gas boilers and some will not (meaning the DEN allows the building to avoid the cost of maintaining and replacing boilers going forward) and this will also need to be reflected in pricing.

[redacted]

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3.20. Indexation

3.20.1. Once tariffs have been set, it is important to define how these will change over time, reflecting the changing costs of energy, materials and labour. The assumed approach is that fixed charges will be indexed according to CPI and variable costs will be indexed against wholesale gas costs although the precise approach will be explored further as the project moves to FBC. Note also the potential unhedged risk described in 3.18.10 and 3.18.11 which will need to be monitored.

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3.21. Procurement Strategy

3.22. Procurement Overview

3.22.1. The analysis of the various roles in Section 3.3 showed that the installation and operation aspects of delivery of the projects should not be undertaken by the Council. It also identified the potential to outsource the billing aspect of the Heat Sales role to Homes for Haringey and that the project would need to purchase the majority of its heat from Energetik.

3.22.2. The Procurement Strategy across the programme of DEN projects responds to these roles and seeks to achieve the following:

- **Compliance:** All procurement activities are likely to exceed thresholds for relevant Procurement Regulations. Contracts procured by the Council should comply with procurement guidelines over and above the regulations. It is expected HESCO will have similar standards (which will need to be defined and agreed by Cabinet as part of the work to set up HESCO).
- **Timescales:** The process must support the proposed delivery programme for the relevant DEN.
- **Flexibility:** The scope of contracts must be flexible enough to allow amendment, expansion and change
- **Value:** Must deliver value for money
- **Risk transfer:** Ensure that a range of risk transfer options can be tested and costed to allow the best value approach to be identified.

3.22.3. In addition to the large new DENs proposed at TH and WG, the Council is considering a further large new DEN at North Tottenham. Elsewhere within the Council's HRA portfolio there is an existing large network serving 11 blocks and 2 schools at Broadwater Farm and around 30 smaller networks serving single buildings and is in the process of acquiring around 10 smaller new networks. Where possible, the procurement strategy for service supply to the HESCO will be flexible enough to take these areas into account. Further legal input into the development of the procurement strategy can be found in Appendix J – Procurement Advice (Legal).

3.23. Timing of Entering into Contract / Set up of HESCO

3.23.1. There are a number of key factors to consider in relation to the timing of establishment of HESCO and entry into contracts, and this section summarises some of those key factors.

Establishing clear decision-making responsibilities between the Council and HESCO

3.23.2. If HESCO is set up too early, then company-level decision-making (through the Council, as shareholder, and the HESCO directors) will to some extent run in parallel with the Council's project board arrangements, with the risk of duplication and wasted effort increasing. However, if HESCO is set up too late, then the company's directors will be inheriting a corporate, financial and contractual structure for which they have limited responsibility. The project timeline should actively target a point in time when certain decisions are delegated to the HESCO directors rather than the project board and for that to happen, HESCO should at least be incorporated and the HESCO directors formally appointed to office.

Process for agreeing HESCO contracts

3.23.3. Some of the contracts required by HESCO to deliver the projects have a long lead-in time to procure. Indeed, the procurement/negotiation of some has already started and the remaining contracts need to start procurement imminently.

3.23.4. As the HESCO does not exist yet, this activity must be commenced by the Council. In doing so, the Council must be clear that HESCO will be the eventual contracting party e.g. by stating in the procurement that the contracting party will be either the Council or HESCO and, if it is the Council, that the intent will be to novate to HESCO.

3.23.5. Although the precise timing for set-up of HESCO will be considered as part of a report submitted to Cabinet on the design of the HESCO structure and governance, HESCO is not expected to exist until mid-2022 at the earliest. Forming HESCO around this time, when the projects will still be in the midst of commercialisation, would allow HESCO to take on responsibility for finalising procurement and

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contract negotiation (as noted above under the previous heading). In this case, the FBC submitted to the Council for final approval of the projects could be submitted by the Board of HESCO to the Council as shareholder. This would give more ownership of the FBC to HESCO directors.

3.23.6. The set-up of HESCO will include agreements between HESCO and the Council which will cover areas such as i) novation of existing contracts, such as those for consultancy services (e.g for any consultants delivering commercialisation work if HESCO is set up during commercialisation phase), to HESCO ii) transfer of any completed assets to HESCO (with collateral warranties see 3.25.2), and iii) the Council providing support to HESCO through planning policy

3.23.7. If HESCO were set up in mid-2022, it would also see the commercialisation budget being transferred from the Council to HESCO to fund the remaining commercialisation activity. This could be accompanied by a Commercialisation Business Plan setting out the tasks, budgets, and timescales that HESCO will be expected to deliver, in this way, HESCO would be obliged to take ongoing procurement workstreams to completion and to prepare a FBC/ Construction Business Plan. The Commercialisation Business Plan would also act as a constraint on the HESCO Boards' delegated authority.

3.23.8. If this opportunity to shift responsibility for the commercialisation work from Council officers to HESCO were taken, it would also require tidying up of delegations to avoid parallel decision-making processes e.g. to address any delegated authorities to officers granted as part of this OBC

3.23.9. While HESCO may take on some (new and novated) contracts at this stage (some of the new contracts are likely to be with the Council), they will be relatively low value contracts e.g. for employment, office space, accounting and legal support, etc. This would be funded from the commercialisation budget.

3.23.10. However, the major contracts associated with delivery of the project (i.e. D&B, O&M, connection and supply contracts) will not be signed until after the Council has approved the FBC. FBC approval would involve all be of these contracts being effectively signed simultaneously (including novation of any contracts from the Council to HESCO). In this case, HESCO will have finalised the negotiation of contracts and be seeking authority to enter into them or be proposing to the Council (in a HESCO authored FBC) a proposal for the Council to novate some of its existing contracts to HESCO. [See section 5.7.50 of the management case]

3.23.11. Enabling HESCO to mobilise for "go live" – the incorporation of HESCO provides the Council with a separate vehicle, with its own company number, registered office and initial board of directors. However, there are many additional administrative steps (i.e. not directly linked to negotiating, agreeing and implementing contractual agreements with HESCO) which are nevertheless required to enable the company to trade on and from the contract commencement date(s). These include:

a) opening bank account(s) and appointing signatories;

b) adopting a suitable system for financial management and reporting, including invoicing (both in and out);

c) registering as an employer with HMRC for PAYE (if the company is going to employ staff);

d) registering for VAT;

e) appointing auditors (if needed in year one) and accountants (note – as HESCO would be a controlled company (which a wholly-owned subsidiary will be), it must obtain the Audit Commission's (or its successor's) consent to the appointment of its auditor);

f) putting in place employment contracts and associated HR policies;

g) ensuring appropriate arrangements are in place for payment of staff and pensions;

h) entering into service contracts/arrangements with executive directors and appointing non-executive directors, if appropriate (note – as a regulated company (which a wholly-owned subsidiary will be), there are restrictions on what can be paid to "regulated directors" in relation to remuneration and expenses);

i) adopting a conflicts of interest policy for HESCO directors;

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j) approving/executing director indemnities (from HESCO and/or Council to directors);

k) agreeing a board meeting and shareholder committee meeting schedule;

l) ensuring appropriate health and safety policies are in place;

m) ensuring appropriate insurance is in place (e.g. employers' liability insurance, public liability insurance and directors and officers (D&O) insurance);

n) adopting relevant corporate policies and procedures, including a sensible procurement policy for awarding contracts for the supply of goods, works and services to HESCO;

o) considering whether HESCO requires a specific website and ensure domain name for any company website is registered;

p) registering with Information Commissioner for data protection purposes and ensuring appropriate data protection policies are in place;

q) displaying HESCO's name on the outside of the company's offices or other places of business and show company's name on all business stationery, including letters, invoices, receipts and cheques;

r) showing HESCO's place of registration, registered number and registered office address on all business letters, order forms and electronic business communications, including any website;

s) as a "regulated" company, ensuring all "relevant documents" state that HESCO is controlled by the Council and name the Council.[20].

Failing to complete the necessary steps in advance of "go live" would either delay that date or alternatively expose HESCO to an unnecessary risk. Accordingly, the project plan should allow sufficient time between incorporation of HESCO and commencement of service delivery by HESCO.

3.24. Aggregation / Disaggregation of Contracts to Deliver and Operate Assets

3.24.1. The phasing of the TH and WG projects (and other projects in the wider DEN programme) is the main consideration in the approach to contracting.

3.24.2. There is increased exposure to price risk and risk of challenge if seeking to enter into works contracts where design work has not been progressed to a certain level. On the flipside, there are potential advantages from aggregating projects to achieve scale.

3.24.3. Phasing is also an important issue with respect to deciding whether to seek to combine Design and Build (D&B) with the Operational and Maintenance (O&M) aspects of the DEN programme.

3.24.4. However, consideration of performance risk, which is a key concern for the DEN and this is greatly affected by design and installation quality, is also important when considering whether to combine D&B and O&M.

3.24.5. A combined DBOM procurement can be an effective way to transfer performance risk (especially on more complicated parts of a DEN such as secondary networks and low carbon heat generating plant such as CHP or heat pumps).

3.24.6. However, before committing to a DBOM procurement, it is important to consider:

- there is an extremely limited pool of contractors able to deliver a DBOM contract on a project of this nature (perhaps 2-3, exposing the Council to price risk).

[20] *"Relevant documents"* means (a) all business letters of the company; (b) all its notices and other official publications; (c) all bills of exchange, promissory notes, endorsements, cheques and orders for money or goods purporting to be signed by or on behalf of the company, and (d) all its bills of parcels, invoices, receipts and letters of credit (Companies Act 1985, s349(1), referred to in reg. 4 of the Local Authorities (Companies) Order 1995).

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- The complicated parts of the DEN (the ERF and secondary networks) are not being delivered by HESCO and so cannot be covered by DBOM (much of the D&B HESCO will deliver is buried pipes where quality control/latent defects are simpler to address)

3.24.7. There are also other ways to address performance risk. A similar transfer of risk to that achieved through DBOM can be obtained through employing a long-term O&M provider to monitor the design and installation process (delivered by others) prior to adopting plant which they are required to operate in accordance with minimum performance requirements.

3.24.8. Bearing this in mind and considering there is a pressing need for the Council to procure O&M services for a number of DEN projects nearing completion within the HRA, it is therefore proposed to split O&M from D&B.

3.24.9. The above consideration of DBOM excludes the CSB role. This is clearly a distinct role from the works but also from the O&M services (which are technical in nature whereas the CSB is the primary customer interface). This is demonstrated by the limited number of organisations that provide both O&M and CSB services. It is proposed to split CSB into a separate service to maximise competition.

3.24.10. The D&B, O&M and CSB services are therefore discussed individually below.

3.25. Design and Build (D&B)

3.25.1. As discussed in paragraph 3.24.2, the alignment of the development and delivery programmes for each DEN project affects the extent to which the procurement of the D&B of the projects can be aggregated. As discussed in paragraph 3.24.2, the alignment of the development and delivery programmes for each DEN project affects the extent to which the procurement of the D&B of the projects can be aggregated. If the TH and WG projects do both proceed, they are likely to have similar delivery programmes and so the team will assess opportunities to deliver better value by aggregating these schemes. Alongside this, the other Council scheme at North Tottenham will be monitored for opportunities to combine procurements.

3.25.2. While the works will be procured under a standard D&B process, DEN projects in the UK are specialist by nature and it is crucial that the quality of the install is high. Therefore, we will be targeting contractors with proven track records of delivering similar works, with sufficiently robust warranties as latent defects can have a significant impact on overall performance and can be difficult to identify and put right. These warranties will be transferrable to allow assignment from the Council to HESCO (as the Council may instruct some works prior to the set-up of HESCO) and to potential future owners. As discussed in 3.24.7, the O&M provider (described in next section) will be contracted to oversee the design and installation process and manage performance risk.

3.25.3. There are a range of contract options which are used in the market to cover D&B activities for DENs. Contracts can be either bespoke to heat networks or be more generalised contracts adapted for use with heat networks. Standard build contracts, such as JCT, NEC4 or FIDIC are commonly used, and well understood by both the market and the Council. The council would normally use JCT and are likely to for these works, though it is recognised that other contract forms are acceptable as long as there are suitably experienced staff available to undertake the contract management role.

3.25.4. HESCO's activities are likely to be subject to the Utilities Contracts Regulations 2016 (UCR), rather than the more general Public Contracts Regulations 2015 (PCR). All utilities (which includes contracting authorities undertaking certain heat and electricity supply activities) in England are subject to the Utilities Contract Regulations 2016 ("UCR"). Contracting authorities which are also utilities will be subject to the UCR (rather than the PCR) when procuring contracts for their "relevant activities" (e.g. supplying electricity to a network or the supply of heat). Refer to the procurement papers (Appendix J)

3.25.5. These works will therefore be procured under the Utilities Contracts Regulations (2016), using the negotiated procedure. This type of procurement activity is likely to take 7-9 months to complete, excluding approvals. The scope of the D&B procurement includes:

- Installation of the main interconnector to Enfield (TH and WG);
- Energy Centre Shell (TH only);

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- Energy Centre fitout. (TH and WG);
- Installation of primary network in TH and WG;
- Installation of substations

3.25.6. The D&B procurement is likely to be subdivided into individual packages to seek best value. There is a limited pool of contractors (perhaps 3-4) who can provide the full range of D&B services required for the DEN programme and slightly fewer who could provide a DBOM service.

3.25.7. Breaking the contract up into smaller, more specialist packages will significantly increase competition and provide better pricing.

3.25.8. Although this will increase HESCO's need to manage interfaces between contracts, there is inevitably a need for this type of coordination on a project of this scale which will be built in a number of phases over many years (e.g. see 3.25.10 but also consider that the secondary networks within buildings are some of the most complicated parts of the scheme and these will be designed and built by individual developers21). Therefore, HESCO will need to be capable of managing contract interfaces.

3.25.9. In addition, subdividing the works will give the Council the most amount of flexibility ensuring the wider development programme is taken into account.

[redacted]

3.25.11. One area where the phasing issues set out in 3.24.2 are less of an issue is the primary network. Here is impractical to design the pipework to the same level of detail as above ground assets prior to procuring anyway. Thus there is greater scope to procure a single provider across all of the Council's DEN projects to benefit from economies of scale.

3.25.12. The potential to use suitable frameworks for the delivery of the DEN project will be monitored prior to launching procurements (start of procurement for the main D&B contracts is some months away due to the amount of design work required). This is considered more likely for the energy centre building and energy centre fit-out (where e.g. the Council's own LCP framework, Re:FIT or others will be carefully considered) than for buried pipework (where no potential frameworks have been identified suitable for these highly specialist works).

3.25.13. One area the team is investigating is how the Stoke City DEPO22 framework (which is a public sector procurement vehicle for District Heating pipe materials) can be used for the delivery of pipe materials only (i.e. supply of the pipe and not their design and installation) across the D&B elements described above promoting standardisation & optimised pricing.

3.25.14. The precise approach to risk transfer in D&B contracts will be determined closer to the time but typically it is expected the procurements will target transferring design risk (obviously) as well as

[21] A variety of methods are being used to standardise the design of secondary networks e.g. recent planning approvals require developers to comply with a standard specification

[22] Decentralised Energy Purchasing Organisation

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risks around programme and price (through seeking fixed price contracts and appropriate LADs for delay).

3.25.15. Procurement of the buried pipe will provide opportunities to negotiate around risk allocation for e.g. incidences of contaminated land along the route, the need to divert utilities, etc.

3.26. Operation and Maintenance (O&M)

3.26.1. While there are difficulties in aggregating works contracts from all of the Council's DEN projects into a single procurement as set out in 3.24.2, it is far simpler to aggregate the services elements of the project,

3.26.2. In particular, there are significant benefits to having a single O&M provider operating across all DEN networks. These include procurement efficiency, consistency of approach across all schemes, reduced administration burden on HESCO (through a single point of contact), economies of scale to reduce pricing, and increased focus from contractor based on the increased value of the contract.

3.26.3. The works to the Broadwater Farm Estate were procured under emergency measures to ensure individual gas boilers could be removed from the blocks on health and safety grounds. The district heating scheme, which is run as an in-house scheme within the HRA, currently serves 937 existing homes across 11 blocks and two schools. One of the high-rise blocks is to be demolished which will reduce the load to 835 homes and two schools but redevelopment of the estate will see around another 350 new homes added to the system. The emergency works are now nearing completion (having been delayed by Covid) and, while there are interim arrangements in place for the ongoing O&M, the pressing need to procure an O&M provider means procurement has started.

3.26.4. There is a similar need to procure an O&M provider for new Council housing blocks being acquired in Tottenham Hale at 1A Ashley Gardens and Welbourne as these will complete within the next 12-months.

3.26.5. This immediate imperative to source an O&M provider for Council housing ahead of developing the FBCs for TH and WG is one of the reasons a DBOM (Design, Build, Operation and Maintenance) approach has not been taken.

3.26.6. However, the O&M tender has been structured to:

- take the opportunity to procure a single O&M provider across the programme who can carry out technical operational services for all Council DENs (the procurement explains that the O&M service may be split into multiple contracts and some of these may be novated to a Council SPV).
- transfer operating risk by ensuring robust minimum performance standards are in place
- allow us to reach a similar position as if a DBOM procurement had been undertaken (see paragraphs 3.24.6 and 3.24.7) as the O&M provider will be in place and in a position to review designs, oversee construction and adopt new plant

3.26.7. The strategy for the O&M procurement is to use a negotiated route under UCR2016. This route allows for negotiation which is necessary to address the complexity of the scope without creating divergent solutions. This type of procurement is likely to take 7-9 months to complete, excluding approvals (which in turn are lengthened by the requirement for consultation with leaseholders at Broadwater Farm).

3.26.8. Haringey has purchased an existing contract from B&D Energy Ltd (Barking and Dagenham Council's wholly owned ESCo), which it has adapted to meet the specific needs of the DENs.

[redacted]

3.26.10. The O&M tender is seeking a provider to deliver design and installation review, operation, maintenance and repair services for a period of 5+5 years for existing HRA schemes/ HRA schemes under construction at Broadwater Farm, Welbourne and Building 1A, Tottenham Hale and is then expandable to all new schemes. The estimated value of the contract over 10yrs is up to £10m.

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3.26.11. The scope of services includes all aspects of a DEN from energy centres through buried networks, above ground networks and systems within dwellings up to including the HIU and meter but not the tertiary in dwelling heating systems (which require minimal maintenance). The operation and maintenance requirements will be undertaken in accordance with O&M manuals and manufacturers' recommendations with a backstop of SFG20 (the industry standard specification for maintenance of building engineering systems).

3.26.12. In addition, the procurement will obtain a schedule of rates to provide these services to new DEN schemes built to the Council's standard specification as well as a design review and option process.

[redacted]

3.26.14. The services cover technical services that could be required by either the HRA or HESCO and transfer risk to the provider via:

- An output specification defining minimum system performance with payments from the contractor where these are not achieved, set to reflect the loss incurred, coupled with gain share mechanisms where the performance exceeds the minimum requirement to ensure the system is run efficiently.
- SLAs relating to a wide range of issues including e.g. response times, fault rectification, delivery of disaster recovery, call response, etc. with compensatory payments to mirror those offered to residents by HESCO for interruptions to supply, missed appointments, etc.
- Via a contractor's financial liability, to require the provider to meet the cost of repairs up to an agreed limit. A range of limits are included in the tender document and it will be our intention to contract on a fully inclusive basis if possible (subject to tender prices in comparison to budget).

3.26.15. This approach has been taken for several reasons:

- The contract value and nature of the services dictated that the route to market needed to comply with the Utilities Contract Regulations 2016.
- A market review identified that no suitable frameworks existed.
- The nature of the procurement requires negotiation, the UCR negotiated procedure was selected.
- The use of the Barking and Dagenham contract was chosen as it was a developed form of contract for provision of essentially the same services which had already been tested with the market and was available to allow the procurement to be launched ASAP.
- A single provider will improve efficiency of procurement, simplify management, and drive economies of scale.
- The design review process, minimum performance standards and a contract length of up to 10 years allows a long-term transfer of performance risk and provides stability during a period where the DEN programme is expected to be growing.
- The combination of the contractor taking liability for repairs and future minimum standards for performance means that they will be motivated to ensure the design review and adoption process is rigorously undertaken (therefore reducing the requirement for technical resource to review this either within the DEN team or from external engineering consultants)
- The 5yr breakpoint provides an opportunity to switch providers. It will also allow the Council to consider insourcing the contract if the scale has increased sufficiently to allow this.

3.26.16. Note that the procurement allows for the service to be broken up into multiple contracts covering different scopes of the Council's heat network portfolio. This is to take account of the likelihood that the Council will get into contract with a provider prior to set-up of HESCO but will then want to novate some aspects of the contract to the SPV.

3.27. Customer Service and Billing (CSB)

3.27.1. The Customer Service and Billing function is the customer interface part of the heat sales role. It is therefore a critical function in terms of ensuring positive customer interactions and keeping the reputation of the heat supplier (whether that be HESCO for TH and WG or the Council supplying

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HRA properties) intact. Careful thought is therefore required before outsourcing this function to the private sector.

3.27.2. Sections 3.3 and 3.4 identified that Homes for Haringey (HfH) already performs a similar function in terms of liaising with residents on general housing matters, repairs, collecting rent and service charges and specifically collects heat income (on unmetered schemes – although there is no experience within HfH of billing metered schemes) and are well placed to provide this function to either:

- Newer HRA schemes which are now metered (and where the service must start imminently); or
- The non-HRA schemes within HESCO's portfolio (where the service is not expected to be required until 2024)

3.27.3. Noting that this would require two separate arrangements between HfH and the Council/HESCO.

3.27.4. While involving the existing expertise within the wider Council family is seen as desirable in terms of protecting the Council's reputation vs. outsourcing this service and bearing in mind the Council's policies on in-sourcing, HfH has indicated that they are not in a position to mobilise a new CSB service for metered schemes in the short-term.

3.27.5. Furthermore, the Council is currently reviewing whether there are benefits from insourcing HfH to improve accountability and better join up services.

3.27.6. Therefore, while the medium-term plan is to deliver the CSB service (to both the HRA and HESCO heat supply operations) from the same Council-owned pool of expertise, the precise route for delivering this will be kept under review.

3.27.7. In the short-term, officers have developed a scope of services for the CSB role to procure an external service provider for the newer HRA schemes where meters have been installed (i.e. Broadwater Farm, Building 1A and Welbourne).

3.27.8. This scope of services is designed to dovetail with the O&M procurement where e.g. the O&M provider is responsible for demonstrating that metering systems are operational, signing off that an appropriate schedule of meters has been produced and providing meter readings to the CSB provider.

3.27.9. The scope also sets out service level expectations in detail around response times to resolve customer queries, customer satisfaction, financial reporting (of e.g. aged debt), etc. with payment tied to achieving minimum requirements. Hence the contract is designed to ensure service levels are high. The contract will also transfer price risk for maintaining these service levels.

[redacted]

3.27.11. The procurement is expected to start in November and will be under the Utilities Contract Regulations where the services threshold is £378,660. As the contract value is over £160k, a waiver will be required under the Council's Contract Standing Orders as the contract value is over £160k (this is a technicality as the thresholds in the standing orders have been drafted with the Public Contract Regulations in mind -the CSOs require an OJEU process is followed even though this is not necessary for procurements of this scale under the UCR).

[redacted]

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[redacted]

3.27.16. A price will need to be negotiated against the scope of services and benchmarking will need to be undertaken alongside this exercise to confirm the proposal delivers value for money.

3.27.17. This exercise should be concluded in good time to feed into the FBC and to allow the Council/HESCO to procure a longer-term solution (i.e. before the short-term private sector contract for the HRA expires and before HESCO starts operation, both in 2024/25) should the 'in-house' arrangement not stack up.

3.27.18. Given these timescales, the process to start working up the in-house solution does not need to start in earnest for at least 12-months. It is therefore recommended that the high-level strategy for the medium-term provision of this service set out here is kept under review.

3.28. **Contract Management**

3.28.1. The resources required for the procurement stage up to FBC are covered under the management case. The requirement for ongoing contract management resource to deliver the project after FBC will be further developed in the lead up to FBC.

3.28.2. Considering the size and scale of the delivery contracts, it is imperative that a suitably experienced professional contract management team be brought onboard to manage the project(s). This could include contract managers, owners' engineers, quantity surveyors etc.

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Section 4: Financial Case

4.1. Introduction to the Financial Case

4.1.1. The purpose of the Financial Case is to give an indication of the financial viability of the project.

4.1.2. It takes the preferred technological option identified in the Economic Case Techno-Economic Model (TEM) and the costs (capital and operational) and revenues from that model, which are real, pre-tax and pre-finance costs and shows the impact of applying a commercial structure that includes tax, indexation/inflation and financing to develop a financial Base Case. Additional sensitivity analysis is also undertaken in order to assess the robustness of the Base Case.

4.1.3. For both the Tottenham Hale and Wood Green networks, expectation of future expansion is built into the model assumptions. Each network is built over a c. 10 year timeline, installing the integral components of the network and connecting new customers over a phased timeline, achieving full modelled capacity by 2034 for the Tottenham Hale network and by 2036 for the Wood Green network. There is by necessity a level of estimate in these assumptions, but those assumptions made are considered to reflect a reasonable, prudent set of assumptions regarding customer connection to the network.

4.1.4. Beyond the assumed customer demand included in the Financial Case, the schemes are both expected to continue to grow and provide returns greater than that included within the Financial Case, but that upside has not been factored into the Financial Case and so the Financial Case reflects a prudent scenario.

4.1.5. Similarly, although on occasion the Economic Case considered the monetisation of environmental benefits, the Financial Case considers the availability of grant funding that may be on offer to the project because of its environmental credentials.

4.2. Financial Resources & Budgets

4.2.1. Project cash flows have been considered over a period of 40-years from the commencement of the connection of customers to the network. The Financial Model has the capability to assess the project over a shorter or longer timeframe if required (a 25-year operational period has been assessed as part of the sensitivity testing). The timing of the construction and commencement of operations does not alter within the Financial Model, regardless of project length.

4.2.2. The Financial Model considers the costs and revenues of the build and operation of the network, including the project management costs. It does not capture the ‘commercialisation’ costs required in undertaking the process to procure the various parties required to bring the Project to Financial Close. These are costs that traditionally sit outside of a Financial Case, as these costs relate to bringing the Project to fruition rather than the costs of the Project itself. The level of such costs is influenced by the procurement approach undertaken, the level of input required from professional advisors and the extent of negotiations required with the market. The Management Case section of this Outline Business Case provides detail of the approach to be taken to the procurement of the expertise and contractors required to bring the Project to a successful completion.

4.2.3. The Financial Model assumes that, at the end of the operational period, the assets of HESCO can be sold onwards at their net book value at that time. The Base Case is rolled out over a phased timeline as detailed in the Management Case.

4.2.4. The table below describes the timeframe applicable to the construction and commencement of operations for the Project. It should be noted that this is the timeline developed in the Techno Economic Model (TEM) which is the basis for the Economic Case.

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Table 4.2.5 – Project Timelines for Wood Green & Tottenham Hale

Task	Tottenham Hale	Wood Green
Construction Start	2021	2023
Construction Completion[23]	2034	2036
Operations Start	2022	2024
Operations Cesses	2061	2063

4.2.5. The Financial Model was developed to project the Cash Flows (including Income Statement and Balance Sheet) for the heat network. The model also produces:

- Nominal Project IRR (based on Project cashflows excluding financing and taxation)

- - Project NPV (based on the Project cashflows)

- Nominal Council IRR (reflecting the cashflows returned to the Council)

- Council NPV (based on the Council's cashflows

4.2.6. These are calculated to help understand the economic robustness of the DEN. The modelling process also gives an indication of the financial returns of the DEN and therefore the types of funding that might be available. The Section "Calculation of IRR and NPV" includes an explanation regarding the calculation of these values.

4.2.7. The Financial Model assesses the investment needed and the potential returns, having incorporated the tax and debt financing costs assumed. The development of the TEM into a Financial Model has assisted the identification of the optimum network combination for project delivery and subsequent stress testing of the key variables.

4.2.8. Appendix K provides the detailed breakdown of assumptions made in the development of the Financial Model for Wood Green. Appendix L provides similar details for Tottenham Hale.

4.2.9. In developing the Financial Case, the Financial Model considers the costs and revenues of the build and operation of the network, including the project management costs for the construction of the network once the preferred bidder has been selected.

4.2.10. The Base Case as presented in this Financial Case is considered to reflect a prudent base case and forms the basis of the Council's core assumptions. The financial performance of both DEN projects is greatly affected by the number of customers and the speed of growth of the networks, which has a consequent impact on the capital and operational spend, as well as the level of revenues. A 'shock test' has been developed, the results of which are included in Appendix M for Wood Green and Appendix N for Tottenham Hale to assess the impact of the risk of a reduced level of growth. This shock test reflects, rather than a simple sensitivity test, a full additional set of outputs from a revised Techno-Economic Model.

4.2.11. Through the development of the Economic Case, two scenarios have been developed for the growth of the network, working closely with the Council's housebuilding, regeneration and planning teams to assess likelihood of those developments proposed to connect to the DEN either being delayed or failing to come forward, alongside the potential for additional schemes to come forward which could replace them. This has been used to forecast the Base Case and a "shock test" which considers the impact of delays to the build out of the heat network to the affordability of the projects. Appendix M and Appendix N provide the details of the key differences between the Base Case as presented in this Financial Case and the shock test.

[23] It should be noted that the Economic Case considers various growth scenarios, which would result in further construction outside this timeframe. The scenario reflected within the Financial Case is considered to be a prudent Base Case.

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4.3. Funding Structure

4.3.1. In principle, there are several sources of funding which may be available to the Project. These include:

- Equity (either public or private sector)
- Debt (either public or private sector)
- Grant e.g. HNIP
- Other capital asset financing options e.g. Community Infrastructure Levy (CIL), Energy Company Obligation (ECO, see 5.7.22)

4.3.2. Appendix O provides a high-level appraisal of the various funding options available for Wood Green and Tottenham Hale. Based on the assessment undertaken, the analysis assumes that both projects would be funded primarily through a Public Works Load Board (PWLB) loan.

4.3.3. The impact of HNIP grants and loans to support the development of the network has also been assessed in line with the funding offers made to the projects following successful bids as per table 4.3-3 below:

Type of funding	Tottenham Hale	Wood Green
Commercialisation Grant	£1.2m	£0.85m
Construction Grant	£3.4m	£7.18m
Construction Loan	£12.65m	£2.56m

Table 4.3-3: Impact of HNIP loans and grants

4.3.4. Note that the combined impact of the construction grants and loans combine to create an overall equivalent grant which is in line with the assumed level of HNIP funding in the Economic Case for both projects.

4.3.5. Other potential sources of funding available include: Green Investment Group, European Investment Bank, European Local Energy Assistance (ELENA), Private Sector. These sources have not been explored further, but are discussed in Appendix O.

4.3.6. It should be noted that, while commercialisation grant funding offers have been received from HNIP, the impact of these are not included in this Financial Case, as commercialisation costs (and associated funding) fall out of scope of the Financial Case.

Equity

4.3.7. The Base Case assumes that HESCO is established, in the form of a company limited by shares, into which the Council can make a pinpoint equity investment (i.e. an amount not designed to fund the activities of HESCO). The amount of such pinpoint equity reflects that it is not the primary capital funding source and is at sufficient levels to incorporate the company.

Debt

4.3.8. A significant proportion of the capital requirements of HESCO are structured to be met through debt. This includes a drawdown of debt from the Council as well as a loan from the Heat Network Investment Project (HNIP), through the Department for Business, Energy and Industrial Strategy (BEIS). Where positive operating cash flows of HESCO are not sufficient to meet the capital demands, further debt drawdowns from the Council will be required.

[redacted]

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[redacted]

4.3.10. Benefits of the pinpoint equity investment are realised in later years of the project through dividends paid to shareholders.

[redacted]

[redacted]

4.3.12. Note the grant funding and below market rate debt that each project is able to accept is subject to Subsidy Control considerations, which is detailed in Section 4.15.24

Grant

4.3.13. Grant Funding is the most cost effective and attractive source of funding as it does not incur any interest charges and the capital does not need to be repaid. This funding may be obtained through a UK or regional initiative. Note that connection charges have the same impact as a grant as they are also non-repayable and do not attract interest charges.

4.3.14. HNIP has also made a construction grant available to each project which is detailed in Table 4.3.3.

[redacted]

4.3.15. Note the grant funding each project is able to accept is subject to State Aid Subsidy Control considerations, which is detailed in Section 4.14.[25]

Community Infrastructure Levy

4.3.16. The Community Infrastructure Levy (CIL) is a planning charge, introduced through the Planning Act 2008, to allow local authorities in England to assist in the delivery of infrastructure to support development. Under the Base Case for Wood Green, £650,000 of CIL and for Tottenham Hale, £1.5m of CIL has been included and formally allocated by the Council's Cabinet as part of its Capital Programme. This will contribute to funding the construction of the project. As with grant funding, the amount available is subject to Subsidy Control considerations. Please refer to Section 4.15for further details of this.

Alternative capital asset financing options

4.3.17. The Financial Model assumes that fixed asset capital demands (where not already met by grant or CIL) are met through the injection of debt in to HESCO. However, there are other options that may be considered to fund the provision of assets. These are emerging areas for Heat Networks in England and Wales, however there is a growing indication that they may provide additional sources of finance to help meet the capital demands of the network. These are detailed in Appendix O for Wood Green & Tottenham Hale.

4.4. Consideration of Base Case

4.4.1. To determine the funding approach various factors have been considered. A summary of these key influences is detailed below.

Thin capitalisation

4.4.2. While there is no reason that the DEN cannot be financed principally by a shareholder loan, it is very likely that, for taxation purposes, HMRC would not allow 100% of the interest on the loan to be considered deductible for corporation tax purposes. As such, under the Base Case, we have assumed that 25% of interest paid is 'added back' to the corporation tax calculation, in order to reflect this position.

Grant funding

4.4.3. The indicative returns of the heat network are strengthened greatly through the inclusion of grant funding to support the construction of the network. HNIP has made formal offers of construction grant to each project, which are detailed in section 4.3.3.

4.4.4. Third Party Investment is considered that, based on the indicative returns of the Project, there is likely to be little third-party appetite for the Project at the current time. In addition, given the timelines to which the Project is working and the constraints this places on the Programme, there is not considered to be sufficient time available to identify a third-party partner that may be willing to work with the Council on a basis that would be acceptable for all parties. It is noted that the level of third-party interest may change once the construction has been completed and the DEN is operational and generating demonstrable returns. Once this has been reached, the Council may wish to consider refinancing, in order to free up Council resources for use for other purposes.

4.4.5. It should be noted that the Council is engaging with neighbouring Boroughs to establish their appetite for collaboration in the development of the heat network programme. This engagement will continue to be focused on investment and installation of the proposed interconnector pipe used to transport heat from the ERF to local schemes.

4.4.6. While, as noted above, introducing third party funding at the start of the Project(s) is extremely unlikely due to the short amount of time available before construction commencement and the limited degree of control the Council currently exerts over the customer base, it is possible to split out the construction of the interconnectors from the construction of the local networks in Tottenham Hale and Wood Green. As the ERF is not scheduled to be operational until 2025, this provides a

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sufficient timeframe to seek potential investment partners and, as HESCO will be effectively a 'single customer' at the end of the interconnector, control is also increased. As such, the introduction of third-party funding into later stages of the project could be possible through the establishment of a separate 'PipeCo' that would own the interconnectors and distribute energy between the point of connection with Energetik and the local energy centres in the neighbourhood schemes. This is explained further in Sections 3.4 and 3.5.

Potential exit strategy

4.4.7. This Outline Business Case has been developed throughout on the assumption that the Council is seeking to deliver low carbon heat to customers across the Borough for the long term. Detailed work has therefore not been undertaken in considering exit strategies for the Council.

4.4.8. It is considered that, due to the level of returns of the network and the complexity of the build programme, that there would not be an appetite from private sector developers for the construction of the network. Furthermore, the timelines involved in constructing the network, and the level of control the Council would wish to be able to exert in the short-term, also mean that there would be a lack of interest from the private sector.

4.4.9. However, following the successful construction of the network, the risk profile of the heat networks change significantly. At this point, the steady state operations of the network would represent a 'known quantity', and could provide a consistent annual return for a long-term investor seeking regular predictable cashflows – a pension scheme would be an example of such an investor.

[redacted]

4.4.11. The value achieved for each network would be dependent on a valuation at the time of sale, taking account of market appetite at that time.

Equity / Debt split

4.4.12. The Council have explored the level of debt vs. equity the Council will to put into the project, presenting a sensitivity assessing the impact of 25% of the Council initial funding of the network being made through equity investment. This approach alters the gearing of the network, making it more straightforward in future, for example during the operational phase of the network, to replace the Council's investment in the network with an alternative third-party provider. However, this approach was not selected for the Base Case as the NPV returns of HESCO to the Council are reduced through structuring HESCO in this manner.

4.5. Council Capital Investment Required

4.5.1. The funding requirements (including the impact of indexation) are shown in the tables below:

- **Equity:** Reflects the amount paid by the Council to HESCO for the shareholding in HESCO.
- **Loan drawdown:** The Council loan requirements of HESCO, after utilising other available sources to fund the capital costs of the network in any particular year
- **Interest and capital received:** This is the amount paid by HESCO to the Council to service interest payments, as well as repayment of capital on a revolving basis
- **Cumulative investment:** This cumulative figure demonstrates the total balance invested in HESCO at the end of each financial year.

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4.6. Overall Financial Benefit to Council

[redacted]



[redacted]



[redacted]

4.6.4. The NPV values above present the value of the discounted cash flows of various elements of the Projects over the Project life. Section 4.9 explains the approach to the discount rate applied. The cash flows are comprised of the following four elements:

- PWLB borrowing. This represents an upfront cash inflow to the Council, followed by an annual repayment profile as repayments are made on an annuity basis. As the interest rate charged is less than the discount rate applied, this results in a net present value for the Council
- HESCO loan. This represents initial cash outflows for the Council, followed by repayments as HESCO has sufficient resources to make repayments. As the interest rate charged is less than the discount rate applied, this results in a net present cost to the Council
- Dividends received. These reflect the dividends received from HESCO. As debts are repaid before dividend payments are made, these are made towards the end of the modelled term, therefore have a significant discount rate applied
- Business rates retained. These reflect an annual cashflow to the Council, discounted over the life of the Project.

4.7. Consideration of funding sources for the Council

4.7.1. When considering whether to invest in the DEN, the Council should compare its potential Council IRR to the rate at which it can access capital, as well as comparing it against any alternative investment options available. In the case of the cost of capital it is likely that the funds would come from the PWLB, the Council does not have reserves which could fund this. A reason to invest could be if the returns were higher than the costs of borrowing from PWLB, and the Council was clear that investment achieved service delivery objectives so that investment would not be justified by purely financial or commercial reasons.

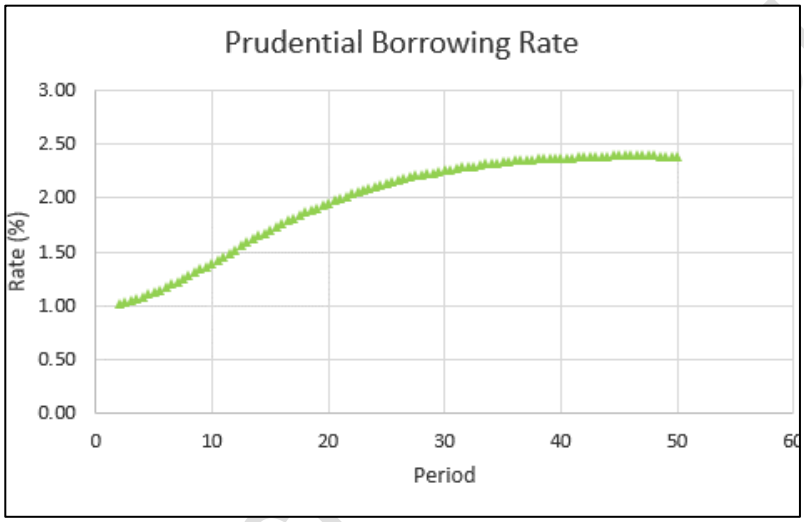
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4.7.2. In addition, the Council could consider other financial benefits that may be available, such as retention of business rates from HESCO or from the occupation of premises throughout the proposed Tottenham Hale heat network area. It also excludes the key wider benefits from the Project, e.g. the reduction in carbon emissions resulting from a move to a heat network solution.

4.7.3. Appendices K and L discuss the calculation of business rates. It should be noted that the value of business rates payable by HESCO, and indeed the proportion retained by the Council is an area subject to significant change and could vary over time. See also the sensitivity testing provided in relation to business rates retention rates within Appendices M and N.

4.7.4. As at May 2021, the current prudential borrowing rates are as per the graph below (based on access to a new PWLB Annuity), and range from 1.02% - 2.39%, depending on the period of borrowing. The Council will need to determine its current level of Prudential Borrowing, and its limits on borrowing, in order to understand the scope for further borrowing. Borrowing rates for a 40-year annuity are in the region of 2.38%.

Figure 4.7-4 - Prudential borrowing rates as at May 2021



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4.7.5. The Council has confirmed that the Heat Network project must 'wash its face', providing a return in excess of the Council's own cost of borrowing with reference to the PWLB interest rate for borrowing. [redacted]

4.8. Financial Metrics

4.8.1. This section describes the various financial metrics of the Base Case and sensitivities tested. Values reported, unless stated otherwise, have been calculated over a 40-year period. The metrics are:

- **Nominal Project IRR (pre-tax)** – This is the nominal returns of the project before the impact of Corporation Tax and the financing solution. It should be considered along with the Council IRR below to give a rounded view of the project.
- **Project NPV** - This is the net present value of the project before the impact of Corporation Tax and the financing solution
- **Nominal Council IRR** – This allows the Council to estimate the potential profitability of their investment. IRR is a discount rate that makes the net present value of the cash flows received by the Council (i.e. margin on loan to HESCO, dividends received and retained business rates) equal to zero. Generally speaking, the higher an IRR, the more desirable an investment is to undertake. In general, when comparing investment options with other similar characteristics, the investment with the highest IRR would probably be considered the best.
- **Council NPV** – This is the net present value of the project to the Council based on the funding solution adopted – i.e. including the impact of the Council's PWLB borrowing to fund the project

4.9. Calculation of IRR and NPV

4.9.1. The NPV calculation uses, as its basis, the HMRC Green Book guidance28. This uses a public sector discount rate adjusting for social time preference. This is defined as "the value society attaches to present, as opposed to future, consumption". The Green Book discount rate, also known as the Social Time Preference Rate (STPR), is set at 3.5% in real terms for the first 30 years of a Project and 3.0% thereafter (for the time period covering the duration of this project).

4.9.2. The use of this discount rate for a public sector appraisal differs from private sector discounting. "The use of STPR in public sector appraisal differs from private sector discounting. Decisions about the overall size of public spending and allocation of budgets are taken on a top-down basis… This approach to the STPR contrasts with private sector discounting which incorporates allowances for the cost of raising capital and compensation for risk".

4.9.3. It should be noted that the 3.5%/3.0% discount rate applies to real values, with the effects of general inflation already removed. As noted in the section on indexation the majority of cashflows in the heat network have an RPIx assumption applied – this value is multiplied by the discount rate in order to calculate the NPV of the cashflows and so gives a discount rate closer to 5.5% to 6.0%.

4.9.4. The Project and Council IRRs are calculated based on the nominal cashflows of the project. For the Project IRR, these are the cashflows of the project before the impact of financing and tax (including CIL and/or HNIP grant funding assumed for the project). For the Council IRR, the cashflows take into account not only the post-tax and financing cashflows of the project, as well as cashflows from Business Rates paid by the SPV but retained by the Council.

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[28] *https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/685903/The_Green_Book.pdf*

4.10. Base Case Results – Tottenham Hale

4.10.1. The table below shows the results of the Base Case for Tottenham Hale.



4.10.2. This table shows positive returns for the Base Case. The Council, investing into the Project is remunerated on its investment in two ways; through the payment of interest on debt lent to HESCO and through the receipt of dividends as a shareholder. In addition, the Council gains the benefit of retention of 30% of the business rates paid by HESCO currently. By necessity, as a result of the cash demands of HESCO, dividends are not available until the later years of the Project, after capital funding requirements and debt obligations have been met. The figure below demonstrates the returns profile of the HESCO.



4.10.3. From this, it can be seen that the business is able to have repaid all its debts by the end of the 40-year operational period, Following the repayment of debt, HESCO is in a position to pay dividends to the Council as shareholder. Note that the reduced income in years 2047 and 2049 is due to high costs to replace large items of plant in those years.

4.10.4. The analysis above has been prepared on the basis of a base case considered by the Council to reflect a reasonable level of scheme expansion and connection to the network. This by its very nature includes a level of estimation and consideration of the likelihood of various developments throughout the Borough coming online and connecting to the network. Those included are considered to reflect a realistic connection proposition. Further potential connectivity and expansion to the network has been identified which has not been included within the initial financial modelling. Given the nature of the network, with significant capital expenditure incurred in laying the spine pipe of the network, while further connections are likely to incur additional capital cost, these should reflect a greater profitability to the network as the significant initial capital expenditure will already have been incurred.

Net Cash position of HESCO – Tottenham Hale

4.10.5. An important consideration for potential investors is the net cash requirements placed on the investor in order to invest in the business. The figure below reflects the net cash position, from the

perspective of the Council into the network; this includes all cash demands placed on the Council and all the receipts from HESCO. It is shown on a cumulative basis.



4.10.6. [redacted] While there are some demands from the business after this time, based on the profiled cash flows, the Council would not need to raise additional funds, as they can be met by the returns already received from the network (assuming they are ring fenced).

PWLB Repayment Risk – Tottenham Hale

4.10.7. As detailed earlier in the Financial Case, the assumption is that the Council funding for HESCO is through borrowing from the Public Works Loan Board. This brings with it the risk of a misalignment between the amounts borrowed from the PWLB and the amount lent to HESCO. We have therefore calculated the difference between these two repayment profiles to understand the Council's exposure at a point in time. This is presented in the table below:

4.10.8. The calculations below are made on the following assumptions:

- The Council makes an initial one-off drawdown from the PWLB at the commencement of the construction of the Project;
- The length of PWLB borrowing is assumed to be 40 years.

4.10.9. From Table 4.10-18 it can be seen that, based on the timing of income and expenditure in the financial model, the Council is never in an 'exposed position' (i.e. owing money to the PWLB that it will not already have to hand/will not receive from the HESCO in-year).

4.10.10. Factoring in the retention of 30% of business rates, and the Project assuming a revolving loan basis, HESCO is projecting to return more cash to the Council than the Council is obligated to pay under the PWLB assumptions made. [redacted] As noted below, the PWLB borrowing has been assumed on a simplified upfront basis for the purposes of modelling in this Financial Case. Through commercialisation and the development of the Full Business Case, the Council will continue to assess and determine the most appropriate borrowing strategy [redacted].

4.10.11. It is important to note the following two potential benefits that are not included in the table below:

- The surplus represents available funds that the Council could use in other activities, and which would contribute to its overall cashflow position, recognising that this will be fairly small in the scheme of the Council's annual cashflow. The potential benefit of this has not been accounted for.
- The simplifying, and prudent assumption has been made that the PWLB borrowing is made of a single amount at the commencement of the project. As an alternative, the Council could profile borrowing to align with project borrowing requirements, to reduce the level of interest payments.

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4.10.12. It is recognised that the approach to the borrowing from PWLB does not reflect the most efficient drawdown profile, if interest charge minimisation is a focus of the Council. The assumption has been made for financial modelling purposes to serve as a 'proof of concept' and demonstrate that even with this approach, the Programme can service its debt and provide overall financial benefit to the Council. It is expected that, as the Programme moves into commercialisation, a more detailed financial model would be developed, particularly focusing on the construction phase of the Programme, for which a monthly model would be prepared. This would provide greater insight for the Council on capital funding requirements and allow the Council to consider levels of PWLB drawdown required at a specific point in time, profiling this as appropriate to reduce interest exposure.

4.10.13. In addition to the Base Case financial model, numerous sensitivities have also been modelled, in particular regarding business rates retention and a 'shock test' representing a slower and lower build out of the network. Details of these and associated commentary are included in Appendices M and N.

4.10.14. The Autumn 2021 budget announcement included the following measure in respect of business rates for heat networks:

"This measure will exempt eligible plant and machinery used in onsite renewable energy generation and storage from business rates, as well as providing a 100% relief for eligible heat networks that have their own business rates bill. This measure will take effect from 1 April 2023 and run until 31 March 2035.[1]"

4.10.15. This announcement has the potential to present a significant upside to both the Project and the Council, as business rates represent a significant cost to both heat networks Given the timing of the announcement and the current uncertainty of the eligibility of individual schemes for business rate relief (although, based on the information announced to date, it would be surprising if the DEN was not eligible), the Base Case does not include an assumption of exemption from a business rate charge.

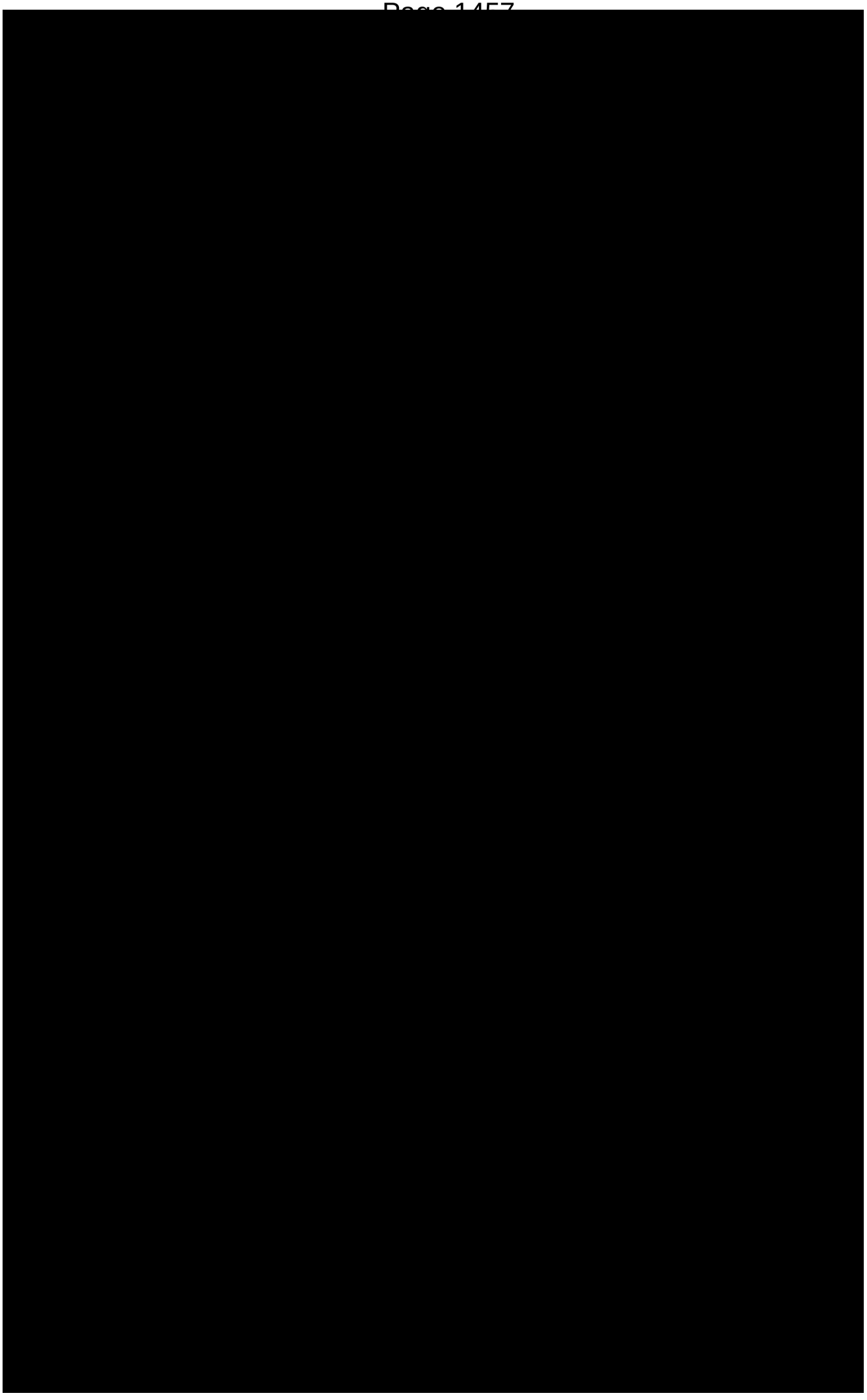
4.10.16. As an indication of the potential benefit these changes could have, included within the sensitivity analysis at Appendix M for Wood Green and Appendix N for Tottenham Hale. The change results in an overall improved cashflow for the Council and a faster repayment of debts.

4.10.17. The Council must also consider the possibility that BEIS could seek to 'reclaim' this benefit through seeking to reduce the level of grant or loan offered to the projects as part of their 'end of commercialisation' review). This would also impact on the overall upside on the change in business rates – and it should be noted that such a change would represent a different cashflow profile from the current forecast position.

4.10.18. Based on the above, it is considered appropriate to retain the existing assumptions for the Base Cases in the OBC, but the implications of this announcement should be kept under review as the Projects progress through commercialisation to Full Business Case.

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[1] *https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1029518/Policy_Costings_Document_FINAL.pdf*



4.11. Base Case Results – Wood Green

4.11.1. The table below shows the results of the Base Case for Wood Green.

[redacted]

4.11.2. This table shows positive returns for the Preferred Option. The Council, investing into the Project is remunerated on its investment in two ways, being through the payment of interest on debt lent to HESCO and through the receipt of dividends as a shareholder. In addition, the Council gains the benefit of retention of 30% of the business rates paid by HESCO. By necessity, as a result of the cash demands of HESCO, dividends are not available until the later years of the Project, after capital funding requirements and debt obligations have been met. The figure below demonstrates the returns profile of the HESCO.

[redacted]

4.11.3. From this, it can be seen that the business is able to have repaid all its debts by the end of the 40-year operational period, Following the repayment of debt, HESCO is in a position to pay dividends to the Council as shareholder. Note that the reduced income in 2048 and 2049 is due to significant cost to replace key items of plant in those years.

4.11.4. The analysis above has been prepared on the basis of a base case considered by the Council to reflect a reasonable level of scheme expansion and connection to the network over the initial build out of the network to 2023. As with the Tottenham Hale scheme, the customers modelled are considered to reflect a realistic connection proposition. Furthermore, as with Tottenham Hale, further potential customers have been identified which have not been included within the Financial Modelling, but which, if connected to the network in life, have the potential to increase the profitability of the network further.

Net Cash position of HESCO – Wood Green

4.11.5. An important consideration for potential investors is the net cash requirements placed on the investor in order to invest in the business. The figure below reflects the net cash position, from the perspective of the Council into the network; this includes all cash demands placed on the Council and all the receipts from HESCO. It is shown on a cumulative basis.

[redacted]

4.11.6. [redacted] While there are some demands from the business after this time, based on the profiled cash flows, the Council would not need to raise additional funds, as they can be met by the returns already received from the network (assuming they are ring fenced).

PWLB Repayment Risk – Wood Green

4.11.7. As detailed earlier in the Financial Case, the assumption is that the Council funding for HESCO is through borrowing from the Public Works Loan Board. This brings with it the risk of a misalignment between the amounts borrowed from the PWLB and the amount lent to HESCO. We have therefore calculated the difference between these two repayment profiles to understand the Council's exposure at a point in time. This is presented in Table 4.11-12 below.

4.11.8. The calculations below are made on the following assumptions:

- The Council makes an initial one-off drawdown from the PWLB in 2023 (when funding is needed to facilitate the continued construction of the Project;
- The length of PWLB borrowing is assumed to be 40 years.

4.11.9. From Table 4.11-12 below, it can be seen that, based on the timing of income and expenditure in the financial model, the Council is never in an 'exposed position' (i.e. owing money to the PWLB that it will not already have to hand/will not receive from the HESCO in-year).

4.11.10. Factoring in the retention of 30% of business rates, and the Project assuming a revolving loan basis, HESCO is projecting to return more cash to the Council than the Council is obligated to pay under the PWLB assumptions made. [redacted] As noted below, the PWLB borrowing has been assumed on a simplified upfront basis for the purposes of modelling in this Financial Case. Through commercialisation and the development of the Full Business Case, the Council will continue to assess and determine the most appropriate borrowing strategy [redacted].

4.11.11. It is important to note the following two potential benefits that are not included in the table above:

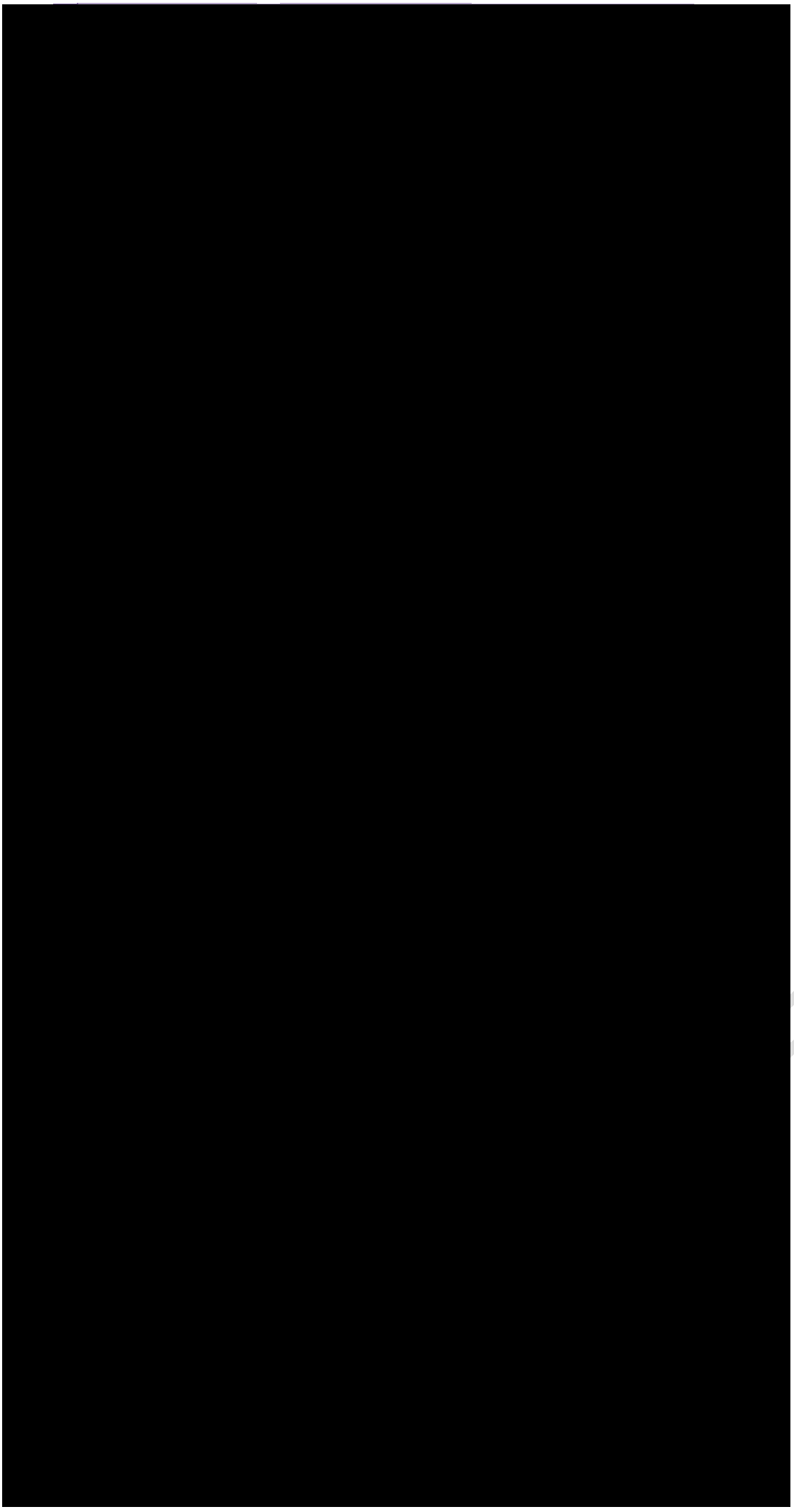
- The surplus represents available funds that the Council could use in other activities, and which would contribute to its overall cashflow position, recognising that this will be fairly small in the scheme of the Council's annual cashflow. The potential benefit of this has not been accounted for.

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- The simplifying, and prudent assumption has been made that the PWLB borrowing is made of a single amount at the commencement of the project. As an alternative, the Council could profile borrowing to align with project borrowing requirements, to reduce the level of interest payments. The approach used in the financial modelling does have the benefit of locking in the PWLB borrowing at the known interest rate.

4.11.12. In addition to the Base Case financial model, numerous sensitivities have also been modelled. Details of these and associated commentary are included in Appendix M of this Financial Case.

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4.12. Optimism Bias

4.12.1. The programme of works has been developed by a full complement of technical, commercial and financial advisors. In addition to this, experienced staff within the Council and an independent 'critical friend' have been heavily involved in developing the scheme.

4.12.2. It should also be noted that the programme has been developed over time and has been subject to many stages of development. A significant amount of work has been carried out to identify the project parameters and identify the key issues and risks.

4.12.3. We consider that there is sufficient confidence in how the scheme has been developed and that a suitable level of due diligence has been carried out. There is a proportional contingency and risk allowance built into the programme, through which Optimism Bias has been addressed. For further information on Optimism Bias see Appendix P.

4.13. Sensitivity Testing

4.13.1. The robustness of the Base Case to change in assumptions has been tested through the sensitivities conducted, presented in full in Appendix M for Wood Green and Appendix N for Tottenham Hale. These consider the impacts of changes to the underlying assumptions, building upon the sensitivity work undertaken in developing the Base Case in the Economic Case, to determine how unexpected shocks to the system could impact on the viability of the network.

4.13.2. In the majority of instances, the network is able to withstand the impact of these changes and able to fully repay any modelled shareholder loans provided to HESCO by the Council in developing the network. It should also be noted that, while many of the sensitivities modelled can have an impact, there are contingencies in place that could minimise the impact of these changes. A brief summary of the most likely sensitivities, their impact on the scheme, and the mitigations in place, are described below.

Capex +/- 10%

4.13.3. Network Capex costs represent a significant cost of the Project, given its nature. A 10% increase would therefore represent a significant additional cost to HESCO and rely on additional loan to provide the funding to allow for the continued development of the network. This risk has been mitigated in the business case in a number of ways.

4.13.4. One is that additional contingencies of 10% have already been built into the Base Case forecast costs of the network. These costs have therefore already been adjusted to reflect a pessimistic view of the overall capital costs. The second is that detailed assessment of the required capex for each Project has been undertaken to date. This will continue as the Projects develop and will be refined further, maintaining and updating the Council's understanding of the likely costs of the network – allowing of the Council to be fully informed when making the decision whether to proceed with the network following commercialisation. Finally, it is expected that as part of the procurement for the network, HESCO will seek to agree fixed price Design & Build contracts with the private sector. While there is a premium for a fixed price contract, this will allow the prices to be known and ensure that the Council does not have to whether unforeseen changes in capital costs.

2040 No EfW supply

4.13.5. HESCO is seeking to reach a long-term supply agreement with the EfW for the supply of heat for the network. Where heat is not delivered, backup boilers can be utilised to ensure continuity of supply for network customers. However, there is a risk of EfW interruption due to an unforeseen circumstance – e.g. a fire, that could result in a temporary interruption in supply. To represent this, we have modelled a one year 'break' of heat supply from the EfW in the Appendices.

4.13.6. This has the impact of significantly increasing cost for a period of time, as the network relies upon gas supply to provide the energy required. The modelled sensitivity demonstrates the resilience of the network to a shock of this nature. While such breaks could not be tolerated indefinitely, both networks are able to whether this increased cost, without requiring additional financial support from the Council, and are still able to repay all debts provided by the end of the Project timelines.

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[redacted]

4.14. Subsidy Control / State Aid

4.14.1. Where public authorities are lending or providing a grant or other financial assistance into a project, Subsidy Control must be considered, as this may in the case of a loan impose a floor on the interest rate that can be charged (to avoid subsidy control implications). [redacted]

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[redacted]

[redacted]

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[redacted]

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[redacted]

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4.19. Confirmation of the Solutions

4.19.1. The Base Cases for both Tottenham Hale and Wood Green are considered to represent the most suitable options as they give the Council control over the current and future development of the network. This scenario is shown to be viable as it generates sufficient cash to meet debt repayments, with an input of grant funding required to facilitate the development of the Project.

4.19.2. The technological solutions proposed are considered to be realistic and based on a detailed assessment compiled by AECOM, with support from WEC, over which Grant Thornton has overlaid various financing, indexation and taxation assumptions. The results are heat networks that can provide heat to the identified customer base over the 40-year period assessed.

4.19.3. Sensitivity testing conducted shows the Project has a resilience to adverse changes in assumptions. Grant funding can help mitigate the risk of this due to reducing the overall exposure of the Project.





Section 5: Management Case

5.1. Purpose of Management Case

5.1.1. The purpose of the Management Case is to explain the next steps on the project. It will set out:

- A programme of actions
- The financial and human resources needed to implement the programme
- The governance and project management procedures which will be implemented to ensure the project delivers the desired objectives and benefits

5.1.2. This is a combined Management Case for both the TH and WG projects because there are considerable overlaps. Generally, WG has can be considered as an extension of TH and so additional work is required to deliver it to work over and above TH. However, the projects have been split should the Council wish to proceed with TH alone.

5.1.3. It is important to note that the next stage of work is to take the concept outlined in this OBC and prove it by e.g.

- developing designs and obtaining necessary consents,
- completing a number of procurement exercises so that costs, terms and conditions and risk allocation are understood.
- completing negotiations with customers so that likely revenues, terms and conditions and risk allocation are understood.

5.1.4. This process is referred to as 'commercialisation'. At the end of the commercialisation work, a Full Business Case (FBC) will be prepared and presented to the Council as part of the next gateway approval. The consequence of approving the FBC is to enter into numerous inter-linked contracts with suppliers, customers and funders and before commencing construction and then operation.

5.1.5. The next section, section 5.2, sets out where the project currently sits in the project development process (e.g. see Figure 5.2-1) and provides an overview of the commercialisation work. [redacted]

5.1.6. [redacted]Section 5.6 then sets out the commercialisation work in detail. Section 5.9 briefly sets out the work that will follow approval of the FBC.

5.1.7. Sections 5.10, 5.15 and 5.18 set out the resources required to deliver the next phase of work, the governance processes that will be put in place and the project management approach respectively. Finally, Section 5.19 lists out the key decisions that will be sought from Cabinet as part of the approval of the OBC.

5.2. Overview of Project Development and Commercialisation

Model Project Development

5.2.1. The below image shows the typical development cycle for DENs from start (initial feasibility) to finish (operation).

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5.2.2. The figure also shows the key activities at each stage.

5.2.3. The process sets out how a model DEN scheme will go through increasingly detailed rounds of feasibility in order to develop a detailed concept at the end of the 'Detailed Project Development' (DPD) stage.

5.2.4. The concept put forward in the Outline Business Case produced at the end of the DPD stage is comprehensive and detailed. However, it will be based on a number of assumptions e.g. that the project will be able to obtain the necessary consents to build the scheme and negotiate contracts and prices with suppliers and customers in line with those achieved in other, recently initiated similar schemes.

5.2.5. At this point, projects are not yet at a point where project developers can take a final decision and 'press go' on them. Therefore, OBCs normally seek approval to proceed with the commercialisation stage. This will enable the project developer to prove the concept and take various workstreams to a point where contracts and costs are finalised.

5.2.6. These contracts and costs are, in turn, used to feed into a Final Business Case (FBC) for the project. The FBC answers outstanding questions from the OBC and enables the scheme developer, in this case the Council itself, to make an informed final decision on whether to proceed with the projects.

5.2.7. Following approval of the FBC, projects move into construction and then through to operation.

5.2.8. Commercialisation will see the Council develop multiple contracts to the point where they can be signed. If the FBC results in a decision to proceed, these contracts would all be signed simultaneously and only then would the Council be committed to delivering the project(s).

Overview of Project Development for TH and WG

5.2.9. Both the TH and WG projects went through the techno-economic feasibility stage during the period 2015-2017 when the Council commissioned its decentralised energy masterplan and produced project-specific feasibility studies for TH and WG. The decision to progress to

5.2.10. Now that the OBCs have been produced, both projects are currently at the end of the DPD stage and facing the decision gateway about starting commercialisation.

5.2.11. As with the model scheme development described above, this OBC sets out a detailed and comprehensive concept about how the schemes can be set-up and funded. However, just like the

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model development process, this concept is based on a number of assumptions which need to be proved through commercialisation.

5.2.12. Broadly there are six workstreams that need to be progressed which are:

a) Securing funding (internal and external) including 3rd party due diligence and preparation of FBC

b) Putting in place DEN operational arrangements including procuring 'Operation and Maintenance' (O&M) contracts, 'Customer Service and Billing' (CS&B) contracts and finalising policies and procedures (work is already underway to complete these tasks for the Council's HRA schemes and this can be extended to TH and WG)

c) Securing heat from Energetik (i.e. negotiating a contract to buy heat)

d) Setting up the SPV (i.e. deciding the company structure, governance, articles of association, shareholder agreement, board and staff structure, etc.)

e) Obtaining prices for delivering the physical DEN assets (this will involve some design work and obtaining some consents and negotiating contracts and prices with an installer to complete the design/consent process and install the assets) –

f) Customer acquisition (i.e. confirming connection and supply contracts together with associated charges with a variety of customers)

5.2.13. The final five tasks all effectively feed into the first task. Note also that the final two workstreams can easily be split between TH and WG whereas the first four preceding workstreams are essentially shared between the projects. Greater detail on the commercialisation work streams is provided in Section 5.6.

[redacted]

[redacted]

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5.2.16. A full schedule has been developed to highlight the Tottenham Hale and Wood Green projects, with a high-level summary shown in the figure below. The schedule has been divided into phases, which have been used to structure this management case.



5.2.17. **Governance** – there will need to be ongoing governance of the project(s). This is described in more detail in section 5.15.

5.2.18. Note that this is only shown towards the end of the commercialisation phase. That is because proposals for the future governance post-FBC will be developed in a separate Cabinet paper setting out the proposed design and governance of HESCO – once the FBC is approved (or possibly earlier), HESCO will be set-up and operational with its own board of directors and so a new system of governance will operate. Current thinking is the Council would maintain oversight of the HESCO board by setting up a specific Shareholder Committee to oversee HESCO's performance.

5.2.20. **Commercialisation Phase** – Commercialisation is a broad 'catch-all' topic, which facilitates the development of the project to FBC in order to prove the concept set out at OBC. See also 5.2.12 and Section 5.6 for more detail.

Subsequent Project Development Phases

5.2.21. Figure 5.2-16 also shows some subsequent project development phases post-commercialisation for information purposes.

5.2.22. **Construction Phase** – This covers the detailed design and build of the DEN, including the energy centres and network leading to the connection to initial loads. These activities (other than enabling works) will not commence until after FBC and the FBC will include detailed proposals for how this will be managed.

5.2.23. **Operation & Expansion** – this task covers all actions to facilitate the supply of heat. These activities will not commence until after the Construction Phase (although in reality, some construction is likely to continue in parallel to operation as the scheme expands). The FBC will include detailed proposals for how operation will be managed.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

5.4.7. Some other parts of the spine of the heat network in Tottenham Hale, which need to be constructed to deliver the TH DEN, run through the developer Argent's land. Delivering these alongside the development of the site will also substantially reduce disruption and cost and so can also be considered as 'enabling works'.

5.4.8. These works will need to be installed by Argent's contractors as part of its development of the site. The planning agreement foresaw this need and includes a mechanism for the Council to request that Argent funds and delivers these works. However, resource is required to manage the design and monitor the quality of works undertaken by Argent and there is a need for the Council to commit to adopting the pipework on Argent's land.

5.4.9. In addition to the spine pipes on Argent's land, Argent and other developers are building secondary networks within their buildings and sometimes buried final connections to their site boundary. Again, planning agreements have foreseen this need and require developers to work closely with the Council to review and approve proposals. This allows the HDEN team to ensure these discreet parts of the network are built to the right standard, ensuring a smooth interface. The capital cost for these works is covered by the developer's costs and the Council can recharge developers for their costs incurred reviewing the proposals (hence no budget is sought for these activities which will be ongoing alongside commercialisation).

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

5.6. Commercialisation Work

5.6.1. The core of the next phase of work is to prove the concept set out in the Commercial Case of this OBC.

5.6.2. This work can be broken down into six key tasks which together will feed into the FBC. The majority of the tasks are common between the TH and WG projects but some tasks are project specific.

5.6.3. The table below summarises the tasks and each task is discussed in more detail in the following sections.

Table 5.6-3 – Key Commercialisation Tasks

Task	Budget/resources	Description
1. **Secure funding**	Shared between TH & WG	Securing approvals from the Council (via FBC) and HNIP (by discharging conditions in the funding agreement) and from any other funders.
2. **DEN Operational Arrangements**	Shared between TH & WG	This task primarily involves procuring and agreeing contracts for Operation and Maintenance and Customer Service and Billing as well as some other peripheral contracts and defining key policies and service levels for the service once operational. This task is required for the Broadwater Farm project and it is proposed the TH and WG projects will share the same arrangements.

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Task	Budget/resources	Description
		This is discussed further in sections 3.26 and 3.27[32].
3. Heat Offtake from Energetik	Shared between TH & WG	Developing the contract terms for the heat offtake agreement from Energetik (expanding on agreed commercial principles) including confirming price, availability, contract length and other key factors which have a major impact on the risk spectrum for the project. This task will be shared between the TH and WG projects. Further detail is provided in paragraphs 3.12.13 to 3.12.21
4. SPV	Shared between TH & WG	Agreeing the company structure that will be used to deliver the project including defining governance in detail and establishing tax exposure, etc. A single SPV is proposed to be used for both projects and so this task is shared between the TH and WG projects Direction of travel is set out in sections 3.6 and 3.8
5. Delivery of DEN Assets	Scheme by scheme	Developing designs, obtaining any necessary consents and procuring contractors / securing a price for delivery of assets (contracts ready to be awarded subject to approval of the FBC). This will be broken down into multiple packages and procurement options are discussed in section 3.23.3.22
6. Customer acquisition	Scheme by scheme	Finalising connection and supply agreements with those customers that will connect within the initial phase (subject to approval of the FBC) This will be delivered on a scheme-by-scheme basis as the customers are specific to each project. More information is provided in paragraphs 3.12.5 to 3.12.12

5.7. Shared Commercialisation Work.

Securing Funding

5.7.1. Implementing the project requires significant capital outlay as set out in the Financial Case. The funding plan for the project(s) proposes that this capital will be provided from a mix of Council prudential borrowing, Strategic CIL and Central Government grant funding.

5.7.2. The Council has provisionally made funding available in the MTFS and via the SCIL Spending Paper approved by Cabinet in December 202033.

5.7.3. Before the Council can confirm release of SCIL and the use of prudential borrowing, an FBC will need to be produced which sets out the results of the other commercialisation tasks (including securing Central Government funding) and so proves the concept.

Central Government Funding

5.7.4. Central Government funding (through the Department of Business, Energy and Industrial Strategy, BEIS) is available through the Heat Network Investment Project, HNIP, which is a competitively awarded source of capital funding for new DENs in England and Wales. The HNIP fund (£320m) is in its final rounds of award (ending in October 2021).

5.7.5. The HNIP scheme provides two types of funding:

- **Commercialisation funding** – this can fully cover the cost of commercialising a project and the only condition required for the funding to be released is approval of the OBC; and
- **Construction funding** – this will only ever cover part of the cost of building the network (and determining the level of funding is extremely complicated) and will have multiple conditions attached – the commercialisation work will provide the evidence to discharge the conditions

[32] Note current proposals are to outsource the initial running of the HRA Customer Service and Billing role from 2021-2024 with a view to bringing the service in house thereafter. It is likely that this service will be delivered by an in-house team for TH and WG from the start as these are not expected to start operating until 2024

[33] https://www.minutes.haringey.gov.uk/ielssueDetails.aspx?IId=71778&PlanId=0&Opt=3#AI66290

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and so, by the end of commercialisation, the funding will be available (although, in practice, conditions will be discharged gradually through the commercialisation process).

[redacted]

[redacted]

5.7.7. Both TH and WG have been awarded HNIP funding. The details of the award for each scheme is discussed in more detail below. It is important to stress that a successful award of both commercialisation and construction funding in line with the amounts applied for is crucial for scheme viability.

5.7.8. The Cabinet report accompanying this OBC seeks approval to enter into the HNIP funding agreements for both Tottenham Hale and Wood Green.

Tottenham Hale HNIP

5.7.9. The HNIP offer for Tottenham Hale comprises of:

- £1.2m of commercialisation funding grant
- £3.4m of construction grant and £12.65m of low-cost loans.

[redacted]

5.7.10. The low-cost loan represents considerably cheaper borrowing than is normally available to the Council and the £12.65m on offer has been shown to have an equivalent impact to £3.1m of grant (to together make up an equivalent grant of £7.5m which is in line with the funding requested in the Council's application to HNIP)

[redacted]

5.7.12. The construction funding is not paid immediately but is subject to the Council clearing a series of conditions.

[redacted]

[redacted]

5.7.15. The Cabinet report accompanying this OBC seeks approval to enter into the HNIP funding agreements for Tottenham Hale DEN

Wood Green HNIP

5.7.16. The Wood Green HNIP offer comprises of:

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- £0.85m of commercialisation funding grant
- £7.18m of construction grant and £2.56m of low-cost loans.

[redacted]

5.7.17. Similar to Tottenham Hale, the low-cost loan has been shown to have an equivalent impact to £0.82m of grant (to together make up an equivalent grant of £8.0m which is in line with the funding requested in the Council's HNIP application and assumed in the Economic Case when selecting the preferred technical solution)

[redacted]

5.7.19. The construction funding is not paid immediately but is subject to the Council clearing a series of conditions.

[redacted]

Potential Capital Funding from the Energy Company Obligation

5.7.22. Note also that the DEN Team has identified additional potential sources of capital funding to the project from the Energy Company Obligation (ECO). This is a Central Government scheme which requires large gas and electricity suppliers to invest in energy projects which benefit existing homes. The scheme is currently in its 3rd round and a fourth round has been confirmed. The timing of the TH and WG projects means it is likely to require funding from Round 4 of ECO where the exact requirements are unknown. However, if the project were to be implemented today in Round 3 of ECO, the connection of Broadwater Farm to the ERF would be expected to generate circa £1m for the Council. This funding stream will be monitored and investigated as the project progresses. If it is found to be viable, funding will be secured and fed into the project via the FBC.

5.7.23. Note that no ECO funding is currently assumed in the business case.

Completion of Full Business Case (FBC)

5.7.24. By the end of commercialisation, the Council will have the information required to compile the Full Business Case (FBC), undertake detailed 3rd party due diligence of the project and make a decision on whether to proceed with investing into the project.

Task Name	Duration	Start	Finish
Completion of Full Business Case	**192 days**	**Wed 27/04/22**	**Wed 01/02/23**
Development of FBC	7.5 mons	Wed 27/04/22	Fri 25/11/22
3rd Party Due Diligence	4 mons	Thu 26/05/22	Fri 16/09/22
FBC Issue	0 mons	Fri 25/11/22	Fri 25/11/22
Council Approval	42 days	Mon 28/11/22	Wed 01/02/23

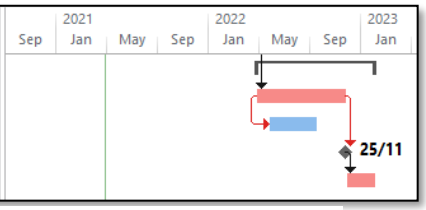


Figure 5.7-24 – Full Business Case

5.7.25. This will include the following deliverables from the workstreams set out below.

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DEN Operational Arrangements

5.7.26. The Commercial Case proposes HESCO will use a number of service contracts to allow it to operate including O&M and CS&B contracts, both of which are critical to the successful delivery of the TH and WG projects.

5.7.27. It is therefore essential that the Council establishes the viability of these services in detail through engaging with the market to confirm contractual terms and prices.

5.7.28. However, the Commercial Case (section 3.26) highlighted that the Council needs to procure O&M and CS&B contracts to allow effective operation of several DENs in the HRA including the recently refurbished and expanded DEN at Broadwater Farm (BWF). The timelines are such that TH and WG can 'piggyback' on this procurement as the outcomes of the procurement will be available to feed into the FBC.

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[redacted]

5.7.29. In terms of the CSB procurement, section 3.27 highlighted that the medium-term goal is for this to be a combined service across the HRA and HESCO and that this will most likely be delivered through the wider-Council family. In the short-term, the natural home for this service would be HfH but the ALMO is not currently in a position to mobilise to deliver the service to the timescales required for Broadwater Farm and other new Council housing blocks in Tottenham Hale. Therefore a short-term 'bridging' CSB arrangement will be put in place via the private sector.

Procurement of Operational Services – O&M and CS&B

5.7.30. As detailed in Section 3.26, BWF and other blocks in Tottenham Hale will be complete several months before the FBC for TH and WG is completed in late 2022. There is a need to procure O&M and CS&B services for these schemes, for which procurement has already started.

5.7.31. This ongoing activity is already resourced from the HRA and includes:

- an OJEU process using the negotiated procedure under the UCR2016 for O&M
- request For Quotation process to procure an interim CS&B service from the private sector

5.7.32. The O&M services are being procured in a way that enables them to be extended to the DENs in TH and WG e.g. the O&M contract:

- is designed to be expandable from BWF to include TH and WG; and
- includes a mechanism which allows the services to be split which allows novation of some of the services to HESCO (with the decision to novate to be taken as part of the FBC)

5.7.33. This arrangement is advantageous in terms of:

- leveraging the Council's buying power across the DEN programme to secure economies of scale for all schemes
- minimising procurement overheads by delivering services across the programme from as few procurements as possible; and
- ensuring as few providers as possible to minimise contract management in operation.

[redacted]

5.7.35. As procuring these service contracts are both BaU services, no additional budget has been requested under this OBC.

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5.7.36. In terms of governance, the contract award for the O&M and contract variation for the CS&B will be taken independently by Cabinet outside of the FBC approval process to allow the service to go live for BWF as soon as possible. The short-term CSB contract will be below £0.5m and so will be awarded under delegated authority to the Director of Housing, Regeneration and Planning.

5.7.37. The FBC will include additional recommendations relevant to these services to e.g.

- Allow novation of relevant services from the Council to HESCO
- For HfH to provide a CS&B service to HESCO on similar terms as HfH provides them to the Council

Setting Charging and Customer Care Policies

5.7.38. Employing someone to carry out customer services and billing requires the Council (as the heat supplier for the HRA and as the shareholder of HESCO) to set its charging and customer care policies and procedures for the two services. [redacted]

[redacted]

Heat Offtake – Securing Heat from Energetik

5.7.41. The proposed DEN projects in TH and WG (and much of the wider longer-term DEN programme) is dependent on securing access to heat from the ERF.

5.7.42. While the ERF will be operated by London Energy Limited (LEL), LEL and the NLWA have recently signed an exclusive heat supply agreement with Energetik. While this is helpful in some ways (because Energetik has already begun construction of a network capable of transmitting heat from the ERF to the border between Enfield and Haringey and so reduces the cost of accessing the heat) it does mean that

- The Council /HESCO will need to agree a suitable heat offtake agreement with Energetik; and
- Energetik will be constrained in what it can offer the Council /HESCO by what it has agreed with LEL/NLWA

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[redacted]

5.7.43. Haringey Council has had provisional discussions with Energetik on a heat offtake agreement with engagement taking place over the last two years. During this time, Energetik has been developing its own network expansion plans alongside progressing the offtake agreement with the North London Waste Authority and LEL who will own and operate the ERF respectively.

5.7.44. Discussions have been productive and helped inform the feasibility work and Outline Business Case. Engagement to date has sought to understand constraints and inform feasibility work rather than formal negotiation. The Council will need to comply with public procurement legislation and internal standing orders when buying any energy from Energetik. A route has been identified which makes use of an exemption in the Utility Contract Regulations to allow direct negotiation with Energetik (although a waiver to internal standing orders will still be required prior to contract award see 5.7.48). The contract with Energetik will be future-proofed so that the interconnection can accommodate all the potential loads under the HDEN programme.

5.7.45. The fundamentals of the proposed agreement are understood and have been fed into the analysis for the OBCs for TH and WG (taking a prudent view on the likely outcome of negotiations). The likely outcome of the negotiations has fed into the ERF being the preferred option for both TH and WG. The commercial and contractual details of these will be worked on as the Council moves towards the FBC.

[redacted]

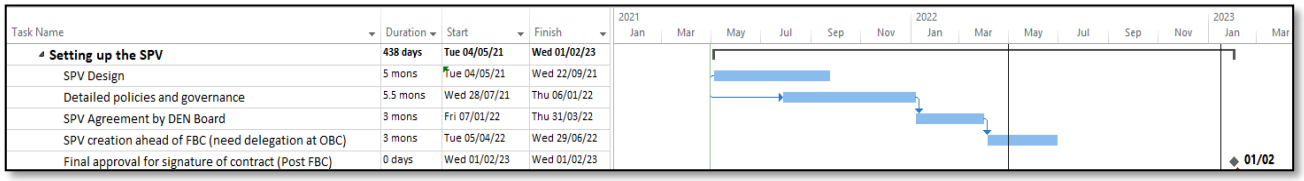
5.7.47. In terms of the price of heat from Energetik, while some uplift in price is reasonable to reflect the services Energetik is expected to provide in terms of managing call-off of heat from NLWA, transporting heat and potentially storing heat, this will need to be justified once the services are known. Here it is worth noting that Energetik has also been provided with funding from HNIP and one of the conditions of its funding is that Energetik sells heat to the Council at 'close to cost'. [redacted]

5.7.48. The Cabinet report which accompanies this OBC includes a recommendation for Cabinet to note that negotiations will be taking place with Energetik under an exemption in the procurement regulations. This negotiation is still procurement which falls under the Utilities Contract Regulations and the approach to negotiate directly is fully compliant with the procurement regulations, However, the Council's Contract Standing Orders are currently not drafted to consider the Utility Contract Regulations as almost all procurement by the Council falls under the Public Contract Regulations. Unless the CSOs are updated in the interim, a waiver will be required to the CSOs as part of the FBC to enter into contract with Energetik. The timeline for these negotiations aims to agree a final heat offtake agreement (subject to Cabinet approval of FBC) by mid-2022 i.e. in plenty of time to feed into the FBC. The final agreement will be signed as part of final investment decision (FBC) in 2023.

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Setting up the SPV

5.7.49. The preferred legal structure recommended in the OBC for the heat network is currently a wholly owned company limited by shares established by the Council (see sections 3.5 and 3.8. This Special Purpose Vehicle (SPV) (called HESCO) would be a separate legal entity which can reach contractual agreements and hold assets in its own right.



Task Name	Duration	Start	Finish
Setting up the SPV	**438 days**	**Tue 04/05/21**	**Wed 01/02/23**
SPV Design	5 mons	Tue 04/05/21	Wed 22/09/21
Detailed policies and governance	5.5 mons	Wed 28/07/21	Thu 06/01/22
SPV Agreement by DEN Board	3 mons	Fri 07/01/22	Thu 31/03/22
SPV creation ahead of FBC (need delegation at OBC)	3 mons	Tue 05/04/22	Wed 29/06/22
Final approval for signature of contract (Post FBC)	0 days	Wed 01/02/23	Wed 01/02/23

Figure 5.7-49 - SPV Schedule

5.7.50. The details around HESCO (including e.g. articles of association, shareholder committee, HESCO board composition, reserved matters, etc.) will be developed following OBC approval and a follow-up Cabinet Report would recommend formation of HESCO in mid-2022.

5.7.51. This work will also allow tax exposure to be confirmed to feed into the assessment of financial viability.

5.7.52. A budget (see Section 5.11) has been allowed for this including internal and external legal and finance. The external legal and financial advisors, together with the critical friend, have experience of setting up several council SPVs for DEN projects and will bring experience of approaches taken elsewhere.

5.7.53. In terms of governance, the Cabinet Report setting out the detailed proposals for HESCO will be prepared by the DHRP on advice from the DEN Implementation Board (see section 5.15) in mid-2022 for approval.

5.7.54. While the company could be set up prior to FBC, the company structure would be reviewed as part of the due diligence of the FBC and there is scope for Cabinet to make changes to HESCO as part of the FBC decision.

5.7.55. It is considered beneficial to set up the company structure sooner for a variety of reasons including:

- a number of activities are taking place (including e.g. procurement, construction of assets under enabling works, etc.) where HESCO is best involved;
- an operating company aids negotiating with customers who are able to see how the company will work; and
- it allows for a smoother handover to HESCO, if and when the FBC is approved.

5.7.56. Section 3.23 sets out issues with the timing of setting up HESCO/entering into contract and explains how responsibility for delivering the Commercialisation activity could be transferred from officers to HESCO at that time. The precise arrangements for empowering HESCO would form part of the Cabinet Report which would set up the SPV (i.e. the Cabinet Report to set up HESCO would effectively refresh this management case and so those arrangements are not dealt with in detail here).

5.8. Project -Specific Commercialisation Work

5.8.1. The commercialisation activity above describes tasks which are common to both TH and WG. If the Council was to decide to deliver only one of the two projects, all of the work in section 5.7 would still be required.

5.8.2. The following tasks deal with project-specific activities which are for either TH or WG and have been separated out so that the resources for each project can be separately identified and approved.

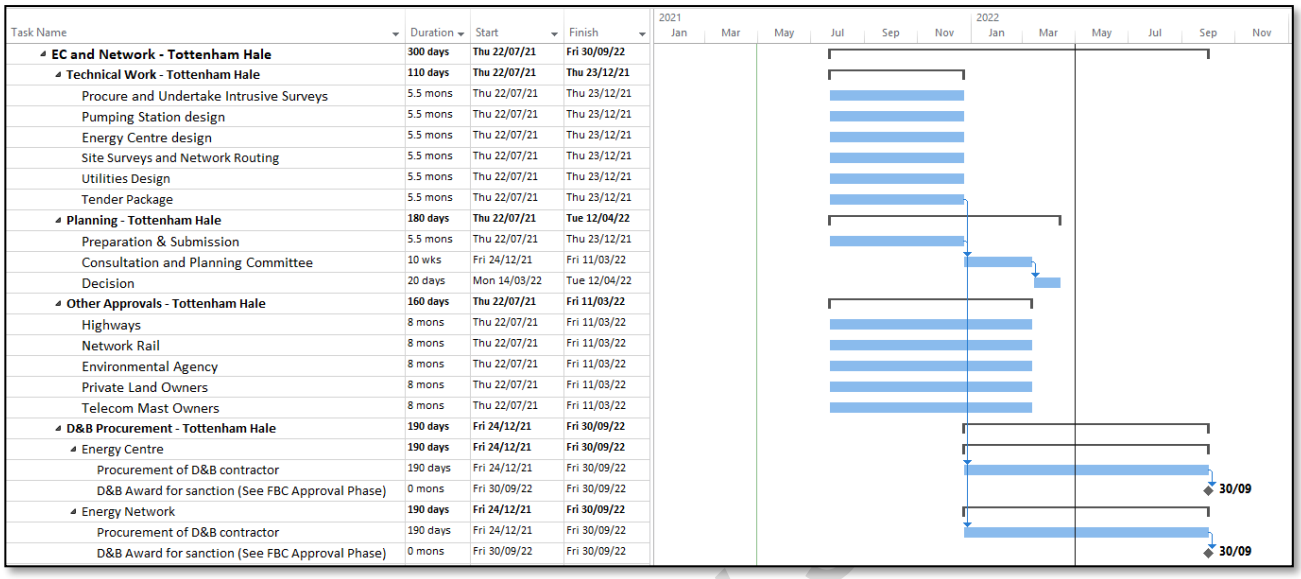
Delivery of DEN Assets – Tottenham Hale

5.8.3. The DEN Assets (i.e. the energy centre, plant and network) have currently been designed to an outline level sufficient to develop budget costs and identify the property rights and other consents that will be required to deliver the assets.

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5.8.4. To prove the concept and allow the Council to make an informed decision at FBC on whether to proceed with the project, the Council needs to understand the actual costs and confirm the deliverability of the physical assets.

5.8.5. More work is required to develop the DEN designs and progress consents to the point where the Council can run a procurement for the construction of the DEN. This constitutes a number of design development sub-tasks which are set out below.



Task Name	Duration	Start	Finish
EC and Network - Tottenham Hale	**300 days**	**Thu 22/07/21**	**Fri 30/09/22**
Technical Work - Tottenham Hale	**110 days**	**Thu 22/07/21**	**Thu 23/12/21**
Procure and Undertake Intrusive Surveys	5.5 mons	Thu 22/07/21	Thu 23/12/21
Pumping Station design	5.5 mons	Thu 22/07/21	Thu 23/12/21
Energy Centre design	5.5 mons	Thu 22/07/21	Thu 23/12/21
Site Surveys and Network Routing	5.5 mons	Thu 22/07/21	Thu 23/12/21
Utilities Design	5.5 mons	Thu 22/07/21	Thu 23/12/21
Tender Package	5.5 mons	Thu 22/07/21	Thu 23/12/21
Planning - Tottenham Hale	**180 days**	**Thu 22/07/21**	**Tue 12/04/22**
Preparation & Submission	5.5 mons	Thu 22/07/21	Thu 23/12/21
Consultation and Planning Committee	10 wks	Fri 24/12/21	Fri 11/03/22
Decision	20 days	Mon 14/03/22	Tue 12/04/22
Other Approvals - Tottenham Hale	**160 days**	**Thu 22/07/21**	**Fri 11/03/22**
Highways	8 mons	Thu 22/07/21	Fri 11/03/22
Network Rail	8 mons	Thu 22/07/21	Fri 11/03/22
Environmental Agency	8 mons	Thu 22/07/21	Fri 11/03/22
Private Land Owners	8 mons	Thu 22/07/21	Fri 11/03/22
Telecom Mast Owners	8 mons	Thu 22/07/21	Fri 11/03/22
D&B Procurement - Tottenham Hale	**190 days**	**Fri 24/12/21**	**Fri 30/09/22**
Energy Centre	**190 days**	**Fri 24/12/21**	**Fri 30/09/22**
Procurement of D&B contractor	190 days	Fri 24/12/21	Fri 30/09/22
D&B Award for sanction (See FBC Approval Phase)	0 mons	Fri 30/09/22	Fri 30/09/22
Energy Network	**190 days**	**Fri 24/12/21**	**Fri 30/09/22**
Procurement of D&B contractor	190 days	Fri 24/12/21	Fri 30/09/22
D&B Award for sanction (See FBC Approval Phase)	0 mons	Fri 30/09/22	Fri 30/09/22

Figure 5.8-5 – Design, Approval and Procurement for TH

Technical Work at Tottenham Hale

5.8.6. The TH Energy Centre is estimated to have a footprint of around 550m2 including some tall plant (flues and thermal stores) with a footprint of around 100m2. It is proposed to locate this at the Flyover Site (beside and potentially underneath the A1055). This is an area of low-value Council-owned land covering approximately 500m2 of paved space directly underneath the flyover, with an area of around 700m2 adjacent to the highway. The area adjacent to the highway could be limited to taller plant or it could also house overspill plant to avoid locating it beneath the flyover– see below).

5.8.7. Further discussion is required with the Highways service to understand the constraints arising from constructing the energy centre in close proximity to the flyover and this will affect the extent to which the site spills over into the adjoining land. As discussed at section 3.16.8 there are range of factors to be taken into account before the location of the Energy Centre can be finalised and these will be worked up and addressed as we move to FBC

5.8.8. An additional pumping station is also planned to be located on Leeside Road, an area of Council-owned land, close to the Energetik / Council boundary.

5.8.9. Both locations and designs for the buildings will be finalised during commercialisation and the HDEN Team will carry out the required design activities to develop the TH Energy Centre building and fit-out to a suitable stage that it can go out to tender.

5.8.10. In addition, all required utility connections (gas, water and electricity) will be specified. The HDEN Team will work with the utility providers to ascertain connection costs, which can be used to inform the contractor.

[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

Planning Approvals

5.8.14. All parts of the DEN that do not already have approval will need appropriate planning approval. The installation of heat pipes in the ground for a DEN is classified as “development” and as such requires planning permission. Refer to Appendix Q for further details.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Commercial in confidence

[redacted]

5.8.25. One area of the network where a planning application is expected is in Down Lane Park where it is proposed to cross the culverted River Moselle in an above ground structure disguised as a gateway to the park.

5.8.26. The design of the proposed above ground structure is being coordinated between the DEN Team and Jon Sheaf Landscape Architects in coordination with Down Lane Park master planning. The structure may benefit from permitted development rights but the pipe run is likely to impact on some protected trees and so will need planning permission.

5.8.27. The TH Energy Centre (and buried pipes within the Council's land) will require planning approval.

5.8.28. If the EIA screening opinion is such that a full environmental impact assessment is required for the project, a larger planning application will be required.

5.8.29. The design development stage will include the preparation of the required material for planning applications as this is required to de-risk the project prior to procurement.

5.8.30. The planning applications will need supplementary work/documents such as ground investigations/contaminated land, dispersion modelling, design and access statement, construction management plan, drawings, acoustic monitoring and report, biodiversity impact assessment, utilities/drainage and fire risk assessment, energy/sustainability statements, waste management plan and crime prevention statements etc. There will also need to be community involvement and consultation.

5.8.31. The strategy for consultation with local residents and businesses and other stakeholders will be developed under the supervision of the DEN Implementation Board post-OBC.

5.8.32. The timescales for securing planning permissions are considered realistic and in line with the programme leading to the appointment of a D&B contractor.

Other Approvals

5.8.33. The DEN spans a large geographic area, and on occasion needs to cross, or be built in the vicinity of, existing infrastructure. Therefore, in order to construct the DEN, various permissions will be required. These have been identified; however further work is required to confirm the approvals.

[redacted]

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5.8.34. The following table shows the various 3rd party approvals identified for each scheme. Note that this list is subject to finalisation during commercialisation because e.g. the network route may be redirected. The design information required to acquire the necessary permissions will be produced under the design development work. The HDEN Team will work with the relevant organisation to seek agreements in principle prior to procurement. The appointed D&B contractor will then be tasked with finalising full technical approvals as part of its detailed design and prior to construction.

[redacted]

Property Issues – Tottenham Hale

5.8.35. Provisional land searches have been done for proposed locations of the pump station and the TH Energy Centre and this has confirmed the sites are in Council ownership.

5.8.36. The majority of the network is in the public highway and so the Council can rely on statutory powers to obtain property rights to install the network. These pipes can then be transferred to HESCO with appropriate land rights at a later date (Commercial Case section 3.12).

5.8.37. Significant parts of the network are on Council land, e.g. connections to the TH Energy Centre or through Down Lane Park to Welbourne and through Building 1A, and it is assumed suitable property rights will be granted to HESCO.

5.8.38. Some of the network is on customer/developer land. Generally, this is a final connection to a building where the pipe will remain the responsibility of the developer. There is, however, some shared pipe (or 'spine' pipe) on developer land. This includes:

[redacted]

– shared pipe running through Argent land at Ferry Island – the planning agreement requires Argent to grant easements. These will need to be agreed as part of the Enabling Works see section 5.4

[redacted]

D&B Procurement

5.8.40. As detailed in Section 3.25, there are a number of D&B procurement activities that need to be undertaken. These packages are expected to be combined into a single OJEU procurement exercise for TH. This will be run under the UCR negotiated procedure, as per the schedule in Figure 5.8.5 (July 2021 – April 2022). It is proposed these will be packaged up as follows:

5.8.41. For Tottenham Hale, it is anticipated there could be up to 3 contract lots.

[redacted]

5.8.42. Because the two projects (TH & WG) are likely to have very similar timelines, there is likely to be scope to combine this into a single OJEU procurement with multiple lots. This option will be dependent on the schedule and any potential value to the Council from combining the procurements. Central Government's post-Brexit changes to the Public Contract Regulations announced in the Queen's Speech are highly unlikely to be enabled in time to affect the current procurement rules for large value contracts.

5.8.43. A full team will be required to tender these works. These roles and requirements are set out under the resource Section 5.10.

Customer Acquisition – Tottenham Hale

5.8.44. Acquiring customers is an ongoing activity that will continue throughout the life of the DEN. Customers will be acquired as and when their development programmes come forward.

Task Name	Duration	Start	Finish
Customer Acquisition - Tottenham Hale	**470 days**	**Mon 04/01/21**	**Mon 14/11/22**
Negotiate term sheets	12 mons	Mon 04/01/21	Fri 10/12/21
Prepare standard contracts	6 mons	Mon 15/11/21	Thu 12/05/22
Presentations to DEN Board ahead of formal offers	3.5 mons	Fri 13/05/22	Fri 19/08/22
Formal Offers - including approval under delegation	1 mon	Mon 22/08/22	Mon 19/09/22
Responses and contract finalisation	2 mons	Tue 20/09/22	Mon 14/11/22
Sign contracts	**0 days**	**Mon 14/11/22**	**Mon 14/11/22**

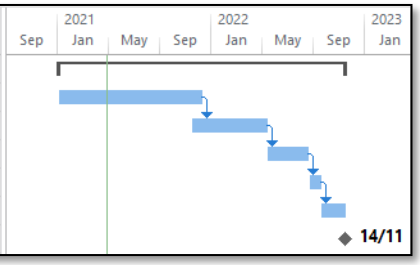


Figure 5.8-45 – Customer Acquisition - TH

5.8.45. Before proceeding with the schemes in TH, the Council needs commitment from a critical mass of customers (the initial customers), who will connect and buy energy from the DEN. This is a mix of new developments and existing buildings, covering housing and non-residential customers.

5.8.46. Preliminary discussions have been undertaken with customers where connection terms in line with those that other LAs have secured with developers have been proposed. This is effectively soft market testing. [redacted]

The Council as a customer

5.8.47. The existing sites are often Council-controlled buildings (e.g. Broadwater Farm) where the Council has visibility of existing arrangements and influence over future energy supply arrangements.

5.8.48. For existing Council housing schemes which would look to buy heat from the DENs, this service will need to be procured by the Council. While there is an exemption in UCR that allows the Council

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to negotiate directly with HESCO for Broadwater Farm, there remains an obligation to comply with the Landlord and Tenant Act s20 if recharging this energy to leaseholders via service charges (current arrangement at BWF) and this normally requires a competitive process. [redacted]

5.8.49. As the TH DEN will be providing a significant amount of decarbonised heat, it is anticipated that £3.5m from the Housing Revenue Account (HRA) fund will be made available to facilitate the connection of BWF to the wider network (an existing fund has been created in the HRA to fund decarbonisation of the Council's housing stock). This is equivalent to the cost the Council would charge a new development to offset its emissions. Over the course of the commercialisation phase, the relevant funding requirement will be firmed up. Note: the connection charge at BWF won't be recharged to leaseholders so can be negotiated directly between HESCO and the Council

5.8.50. For new Council schemes (either developed by the Council or bought by the Council from another developer), where the planning permission for these schemes is subject to planning conditions / obligations requiring them to connect to the DEN and so the Council will not need to comply with public procurement rules to purchase heat [redacted].

5.8.51. Note that the purchase of heat by new HRA blocks applies only to bulk supply of heat to the Council as the landlord of the block. The Council could also invite HESCO to operate the network within the building and supply heat directly to residents. [redacted]

[redacted]

3rd Party Customers

5.8.53. The majority of customers are 3rd parties in the form of developers which are obliged to negotiate connection and supply agreements with the Council through their planning agreements.

5.8.54. The planning agreements vary somewhat from scheme to scheme but can be summarised as:

i. The developer must install a heating system which is compatible with the DEN and provide infrastructure on its site necessary to allow connection to the DEN and/or space provision for future infrastructure to be provided by the Council/HESCO.
ii. The developer must connect to the DEN and buy energy if the Council/HESCO makes a viable offer to the developer. The form of offer could include either i) a bulk supply to the developer/future building owner/landlord or ii) a service to supply to individual residents where HESCO would operate and maintain (and repair but nor own or replace) the secondary network in the block including providing customer service and billing to the residents.
iii. The Council and developer must use reasonable endeavours to agree an offer and engage one another regularly to discuss terms of connection and supply.
iv. A deadline for the Council to make an offer which is typically 10 years.
v. The offer from the Council needs to include:
    a. A credible business plan and programme for delivery of the wider network
    b. A connection agreement including technical details and programme for works on the developer's site with costs not exceeding those agreed in the s106
    c. Terms and conditions for supply including tariffs, service levels, etc.
    d. Any access/property rights required.
vi. The developer assesses viability based on:
    a. Technical suitability including carbon performance; and
    b. Fair and reasonable commercial terms including standards of service (where the Heat Trust standard is frequently quoted as a minimum).
vii. If there is disagreement on viability, there is a referral process for determination by an independent expert

5.8.55. It is proposed to follow this process for new build schemes.

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5.8.56. Some existing buildings are 3rd party customers. In Tottenham Hale, this applies to Harris Academy in the initial wave of customers (although later plans to extend to Hale Village and Tottenham Green will involve existing buildings owned/occupied by 3rd parties).

5.8.57. For Harris Academy, the Council has existing links that can facilitate negotiation of an agreement. The Academy will also be able to access funding from the GLA to cover the full cost of employing representatives to negotiate on their behalf.

5.8.58. There is also a changing regulatory regime for heat that will provide incentives to existing customers to decarbonise. For example, Hale Village is a very large DEN in its own right operated by Veolia. It currently operates primarily on gas CHP. This will limit future expansion and mean that regulatory imperatives to decarbonise trailed by BEIS in a recent energy white paper will bite sooner.

Governance of Customer Acquisition

5.8.59. Resource is included in this OBC to allow negotiations with all customers to progress from provisional offers to final agreements.

5.8.60. There is a need for the Council/HESCO to make final offers to customers ahead of FBC (but subject to approval of the FBC by Cabinet) so that these offers can be reviewed by customers who can indicate if they are willing to accept. Currently various officers are empowered through the scheme of delegations to engage with external parties on revenue generating opportunities as long as they work closely with the CFO. [redacted]

[redacted]

5.8.62. Note: agreements would only be entered into once the FBC is approved (FBC would see HESCO enter simultaneously into multiple agreements, to build and operate the network and buy and sell energy).

5.8.63. The Cabinet report accompanying this OBC includes recommendations for Cabinet to note that customer acquisition will be ongoing.

Delivery of DEN Assets – Wood Green

5.8.64. As per TH, WG will require the progression of design work to an appropriate stage to feed into the FBC and enable the required approvals. There are some differences between WG and TH and these are discussed below.

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[redacted]

Technical work at Wood Green

[redacted]

5.8.66. However, fit-out of the space and remaining utility connections will be carried out by the HESCO. A design is therefore required to be progressed to a suitable stage where these works can go out to tender.

[redacted]

[redacted]

Planning Approvals

5.8.69. As with TH, all parts of the DEN for WG will need appropriate planning approvals.

5.8.70. Some parts of the system already have planning permission, and, subject to the requirement for an EIA, some can be delivered under permitted development rights (and then transferred to HESCO).

5.8.71. The WG Energy Centre already has planning permission. There are some remaining conditions that HESCO will need to discharge as part of the fit-out. [redacted]

[redacted]

Other Approvals

5.8.73. The DEN covers a large geographic area, and on occasion needs to cross or be built in the vicinity of existing infrastructure. In order to construct the DEN, various permissions will be required. These

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have been identified; however further work is required to confirm the list of approvals as the network route is still subject to change.

5.8.74. The following table shows the various 3rd party approvals identified for WG. The information required to acquire these permissions will be produced under the design development work. The DEN Team will work with the relevant organisation to seek agreements in principle, which will be finalised by the D&B contractor once the construction phase starts.

[redacted]

Property Issues – Wood Green

5.8.75. St William (StW) is contractually bound to provide a lease of the WG Energy Centre to the Council via its planning agreement. The Council needs to enter into negotiations early in 2022 to ensure the lease is suitable. The Council will then sub-let to HESCO.

[redacted]

D&B Procurement

5.8.79. As detailed in Section 3.25, there are a number of D&B procurement activities that need to be undertaken. These packages are expected to be combined into a single OJEU compliant procurement exercise for WG (probably in tandem with TH). The procurement will be under the UCR using a negotiated procedure, as per the schedule in Figure 5.8.64 (July 2021 – April 2022). These will be packaged up as follows:

5.8.80. For Wood Green, it is anticipated there will also be up to 3 contract lots.

[redacted]

[redacted]

5.8.81. As detailed above, TH and WG have very similar timelines and there is likely to be scope to combine this into a single OJEU procurement with multiple lots.

5.8.82. A full team will be required to tender these works. These roles and requirements are set out under the resource Section 5.12.

Customer Acquisition – Wood Green

5.8.83. Acquiring customers is an ongoing activity that will continue throughout the life of the DEN, as customers will be acquired as and when their development programmes come forward.

Task Name	Duration	Start	Finish
Customer Acquisition - Wood Green	**509 days**	**Mon 02/11/20**	**Mon 14/11/22**
Negotiate term sheets	12 mons	Mon 04/01/21	Fri 10/12/21
Prepare standard contracts	6 mons	Mon 15/11/21	Thu 12/05/22
Presentations to DEN Board ahead of formal offers	3.5 mons	Fri 13/05/22	Fri 19/08/22
Formal Offers - including approval under delegation	1 mon	Mon 22/08/22	Mon 19/09/22
Responses and contract finalisation	2 mons	Tue 20/09/22	Mon 14/11/22
Sign contracts	**509 days**	**Mon 02/11/20**	**Mon 14/11/22**

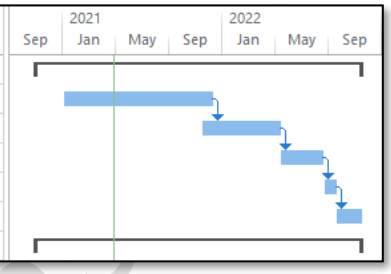


Figure 5.8-84: Customer Acquisition WG

5.8.84. Much of the approach to customer acquisition is as per TH.

5.8.85. It is worth noting that the time pressures for customer acquisition in WG are quite different as the deadline for the Council to make a final offer to StW is October 2022 which is much shorter than for other new build schemes.

5.9. Subsequent Phases – Construction and Operation

5.9.1. Upon FBC approval, construction will commence as per the programme below. Upon completion of the works, and in a phased manner, the network will connect to the various heat offtakers.

5.9.2. The initial construction phase is expected to be followed by a rolling programme of connections to new customers over time.

5.9.3. While this OBC is seeking approval to proceed with the commercialisation tasks, the decision on construction and operation happens at the FBC stage and so limited information is provided on these tasks at this stage.

Task Name	Duration	Start	Finish
Construction Phase	**862 days**	**Tue 27/04/21**	**Wed 11/09/24**
Operation & Expansion	**480 days**	**Thu 12/09/24**	**Wed 15/07/26**
Tottenham Hale	24 mons	Thu 12/09/24	Wed 15/07/26
Wood Green	24 mons	Thu 12/09/24	Wed 15/07/26



Figure 5.9-3 - Level 1 Construction and Operation Programme

5.10. Summary Costs

5.10.1. The costs associated with taking the project to FBC and enabling works required to deliver planning commitments are shown in summary below:

[redacted]

[redacted]

5.10.2. The overall costs for Tottenham Hale are £3.2m [redacted]. Note that this includes several tasks which also help to deliver the Wood Green project but excludes the cost of the DEN operational agreements which are estimated at [redacted] because these costs are already met from an agreed HRA budget.

5.10.3. Within this is a total cost of £165,500 for the DEN Team and £103,000 for wider Council staff.

5.10.4. The overall costs for Wood Green are £2.2m [redacted]. Note this excludes the cost of several tasks which are common with Tottenham Hale as these are included in the cost for that project.

5.10.5. Within this is a total budget of £98,375 for the DEN Team and £45,625 for wider Council staff.

5.11. Proposed Budget / Funding Sources

5.11.1. Table 5.10.1a and Table 5.10.1b identify estimated costs for the delivery of the two projects and proposed funding streams for different activities.

[redacted]

5.11.3. Thus, the HNIP funding is anticipated to be sufficient to fund the work up to FBC.

5.11.4. It is worth noting that the GLA recently launched its new £6m Local Energy Accelerator (LEA) programme which will cover commercialisation costs (but not capital costs associated with enabling works). If commercialisation costs exceed the HNIP commercialisation award, it is considered likely that LEA funding will be made available.

5.11.5. The GLA's LEA programme also includes a 'programme delivery unit' of expert advisors employed to support local authorities in the delivery of DEN projects. There may be scope to agree someone from the Programme Delivery Unit is embedded within the Council's DEN Team and this is discussed further in the following section.

5.12. Proposed Team

5.12.1. The human resources to deliver the next phase of the projects to FBC (i.e. enabling works and commercialisation) will be made up of:

Table 5.12-1: Proposed Resources

Resource	Budget TH	Budget WG
Council DEN Team	£165k	£98k
Wider Council Team (e.g. dedicated finance, legal, procurement and highways support)	£103k	£46k
[redacted]	[redacted]	[redacted]

5.12.2. The in-house team is proposed to be made up of the following indicative structure:

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Table 5.12-2: Team Structure for TH and WG up to FBC

Council DEN Team	FTEs TH	FTEs WG
Head of Team PO8	0.6	0.2
DEN Specialist – Asset Delivery Focus PO7	0.4	0.2
DEN Specialist – Commercial Focus PO7	0.4	0.2
PMO PO5	0.5	Included in TH
Wider Council Team	FTEs TH	FTEs WG
Finance	0.25	Included in TH
Legal	0.25	0.1
Procurement	0.25	Included in TH
Highways	0.5	0.25

Wider DEN Team and Interaction with HRA

5.12.3. The Council DEN Team identified for the next stage of work covers 2.5 FTEs across 4 roles. However, the DEN team will also service other areas in the Council [with current workload] including:

- North Tottenham/High Road West [0.5FTEs]
- Broadwater Farm (existing) [0.5FTEs]
- Broadwater Farm (regeneration) [0.1FTEs and rising]
- New HRA blocks [0.5FTEs]
- Support to planning on policy and development control outside of DEN area [0.1FTEs]

5.12.4. Hence the workload for the wider DEN Team requirement is currently closer to 4.2 FTEs but growing.

5.12.5. The Council is currently employing 3xFTEs in the DEN Team:

- Energy Infrastructure Manager PO7 – permanent [across all DEN work]
- Principal DEN Operations Officer PO7 – 2yr fixed term contract [Broadwater Farm and the HRA]
- A temporary PMO to support production of OBC and transformation of governance.

5.12.6. Recruitment is recommended to resource the TH and WG projects. Recruitment is likely to be on a fixed-term basis and could include secondments.

5.12.7. The resource requirement of the DEN Team across different skillsets identified here is for the next stage of work (to FBC). This requirement will change over time as TH and WG evolve from commercialisation to construction and operation.

5.12.8. Similarly, the resource requirement and skillset in the other work areas will also change. For example, work is increasing in North Tottenham and Broadwater Farm as regeneration projects take off. The skillset at Broadwater Farm and for the HRA has been asset delivery led but has now shifted towards operation and asset management at Broadwater Farm and new housing blocks will be operational from early 2022.

5.12.9. Note that the Council DEN Team could be TUPEd across to HESCO to fill similar roles once the set-up of HESCO has been approved.

5.12.10. Note that once HESCO is implemented, the Council will effectively have two heat supply businesses: HESCO and the HRA. It is recommended that the Council creates a single centre of

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expertise for DENs within HESCO and HESCO is given responsibility for asset management of the HRA heat business and there are several ways this can be achieved, for example:

- HESCO is employed as a managing agent by the Council funded from the HRA. The management agreement would need to set clear responsibilities between HESCO, the Council and HfH.
- The Council lets a concession for an ESCO to operate the heating systems within the HRA which HESCO would need to bid for and win
- Note the commercialisation work for TH and WG do not include implementing either of these options to unify the management of the Council's two heat supply businesses. This is a complicated endeavour and a separate workstream in its own right.

5.13. External Advisors

Critical Friend

5.13.1. Woodward Energy Consulting (WEC) acts as critical friend to the Council. WEC acts in the Council's interests in the delivery of the project and supplements the in-house DEN Team resource in managing the delivery of the project. WEC provides expertise in district heating, covering commercial structuring, contract negotiation, procurement strategy, techno-economic modelling and reviewing the outputs of the other advisors. The Council critical friend contract was renewed in late 2020. The contract has a fixed value and is charged on a time basis. The current budget may need to be extended to take the TH and WG project to FBC.

[redacted]

Technical Advisors & Programme Managers

5.13.3. AECOM is appointed as technical advisor on a 3-year term contract which started in 2020 and has an option for a 1-year extension. Its role covers multidisciplinary engineering, programme management, architecture, sustainability and energy advice. This includes producing:

- Concept and developed designs for specific aspects of the scheme
- Development of technical tender documentation for various procurement exercises
- Technical support during procurement processes
- Technical information for the energy centre planning application
- Techno-economic modelling (working with WEC)
- Programme management support
- Procurement and commercial advice (via Hermetica Black)

[redacted]

Legal Advisors

5.13.5. Bevan Brittan is appointed to provide legal advice on a 3-year term contract which started in 2020 and has an option for a 1-year extension. Its role includes:

- Heat purchase agreement with Energetik
- Property agreements (EC leases, easements, etc.)
- Developing the connection and supply agreements in bulk and residential form
- Funding agreement with the Heat Network Investment Project
- Formation of the SPV and agreements between the Council and the SPV.
- Design, build, operate and maintain contracts and procurement processes.

[redacted]

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Financial Advisors

5.13.7. Grant Thornton is appointed as financial advisor on a 3-year term contract which started in 2020 and has an option for a 1-year extension. Its role covers financial modelling, tax advice. This includes producing:

- Financial model
- Delivery vehicle options

[redacted]

3rd Party Due Diligence

5.13.9. An independent third party will need to be procured to provide due diligence of the FBC and information that feeds into it. This is a discrete piece of work which will be required in late-2022. [redacted]

5.14. Governance Introduction

5.14.1. The TH and WG projects involve significant capital expenditure and the set-up of a new service which needs oversight at a high level in the Council. Furthermore, the set-up of an SPV of this scale is a significant decision for the Council and recent experience in e.g. Nottingham City Council and the London Borough of Croydon have identified potential pitfalls in the management of large Council-owned companies.

5.14.2. The governance can also be broken down into distinct phases as set out below:

1. Approval of the OBC [November 2021]
2. Oversight of commercialisation [redacted] and start of preparation of FBC by officers
3. Approval of set-up of HESCO [mid-2022]
4. Oversight of operation of HESCO up to OBC including completion of the FBC by HESCO
5. Approval of FBC [early 2023]

5.14.3. Approvals of the OBC, set-up of HESCO and FBC are Key Decisions with values well in excess of £0.5m and so will require Cabinet Decisions.

5.14.4. As part of the OBC approval, Cabinet will also approve the interim governance to oversee commercialisation, [redacted] and preparation of the FBC by officers.

5.14.5. There is an assumption that a decision will be sought to set-up HESCO prior to FBC in mid-2022. Although this is optional, it is recommended due to the volume of activity being undertaken and the scale of enabling works where HESCO will need to start owning assets. The paper to set-up HESCO will include the governance to oversee the operation of HESCO up until FBC.

5.14.6. Similarly within the FBC, Cabinet will approve the governance to oversee the future operation of HESCO.

5.14.7. The following section sets out recommendations for the governance between OBC and set up of HESCO.

5.14.8. Subsequent reports for the set-up of HESCO and the FBC will include detailed recommendations for the governance of HESCO pre- and post-FBC. Some thinking is included here to give an indication of direction of travel.

5.15. Governance between OBC and Set-up of HESCO

5.15.1. As already highlighted above, the TH and WG projects require numerous significant negotiations to be finalised ahead of contracts being presented to Cabinet for a decision as part of the FBC.

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5.15.2. However, given the number of these negotiations and compressed nature of the programme, the Cabinet report accompanying this OBC asks Cabinet to note that negotiations by officers will be ongoing

5.15.3. To date, the development of the DEN Programme and this OBC has been overseen by the DEN Board which is an advisory board rather than a decision-making board.

5.15.4. It is recommended that the DEN Board remains as an advisory board but that greater time is spent updating Cabinet members on progress with negotiations or perhaps the board membership is adjusted to include Cabinet Members. This proposed expanded board is referred to as the DEN Implementation Board in order to distinguish from the current DEN Board. In this way, the DEN Implementation Board will have oversight of key developments of the DEN programme prior to FBC. It should also be noted that the majority of these negotiations will ultimately be subject to approval of the FBC by Cabinet and so, while choices taken by officers as part of the negotiation process will limit the Council's options to make changes, they will not commit the Council to implementing the project(s).

5.16. Governance of HESCO post-set-up

5.16.1. Section 3.8 of the Commercial Case provides a high-level proposal for the governance of HESCO including the set-up of a Shareholder Committee (as a committee of the Cabinet) and a board of directors for HESCO itself. A shareholder agreement (and to a lesser extent articles of association) will frame the relationship and respective responsibilities between the Shareholder Committee and HESCO Board.

5.16.2. This set-up envisages that the Shareholder Committee will take on much of the Council's decision making in a stakeholder capacity with regard to HESCO but also that a significant degree of independence will be delegated to HESCO Board, similar to those given to Directors of Council departments, to ensure delivery of the business plan while acting in the company's best interests.

5.16.3. This is a tried and tested form of governance for local authority companies. The Shareholder Committee provides member oversight and scrutiny of HESCO, whilst simultaneously reducing the likelihood of conflicts of interest and perceived bias arising, as members do not sit on the HESCO Board. The Shareholder Committee needs to show rigour in challenging underlying assumptions in business plans and budgets, to protect the Council's position, whereas directors sitting on the HESCO Board are charged with the operations of the company and are duty bound to act in the best interest of the company.

5.16.4. Figure 5.16 – Evolution of Governance during project lifespan

5.16.5. The Figure below shows how governance might evolve during the project lifecycle.
The thickness of the red outline is intended to represent the indicative importance of decisions / degree of control exercised over the project. The advisory DEN Implementation Board (supplemented by potential external experts) eventually morphs into decision-making boards in the form of:

- the Shareholder Committee that will drive the SPV and
- the HESCO Board.

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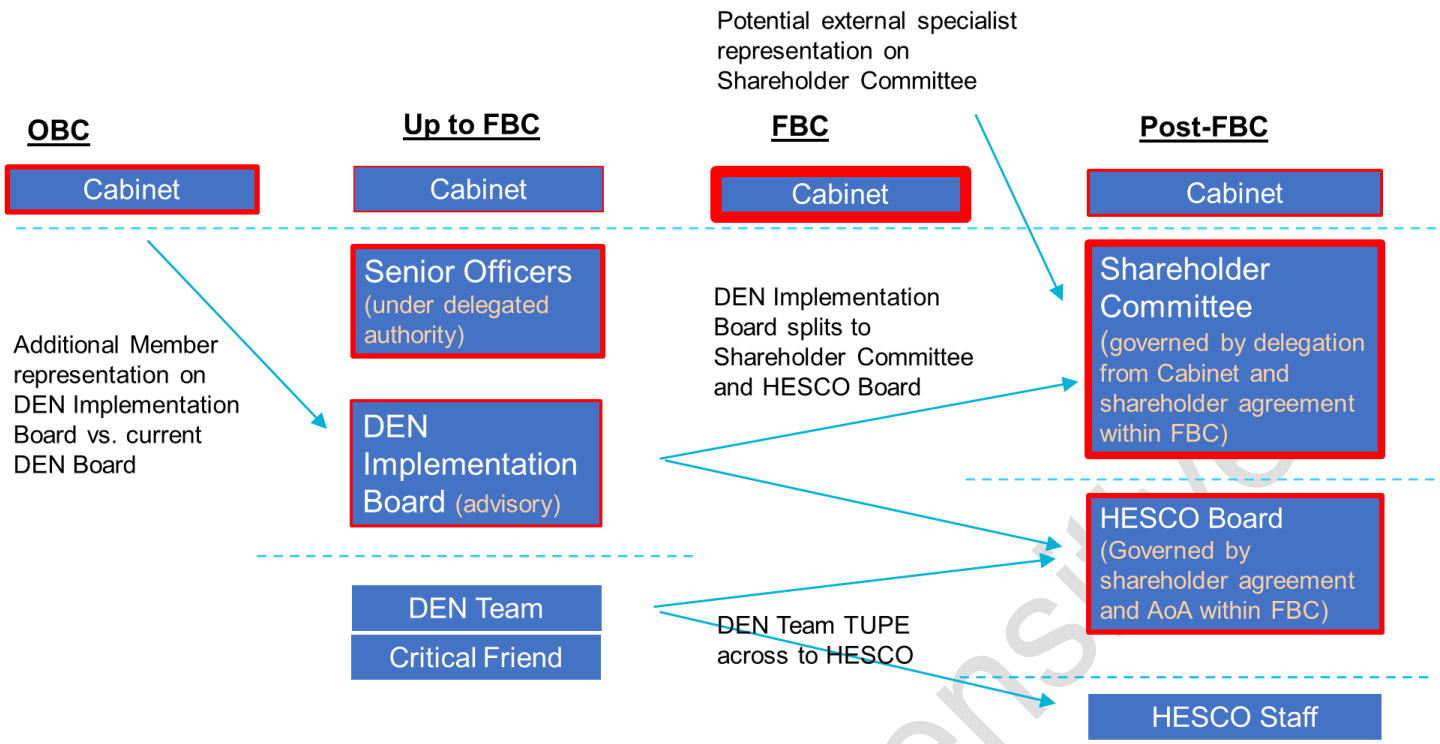


Figure 5.16 – Evolution of Governance during project lifespan

5.17. Stakeholder Management and Communication

5.17.1. A stakeholder mapping exercise has been undertaken to identify internal and external stakeholders, their degree of influence to the project and the extent to which they are aware of and supportive of the project.

5.17.2. Once this process is complete, a communication plan will be developed under the auspices of the DEN Implementation Board.

Internal Stakeholders

5.17.3. Internally, the current governance arrangements via DEN Board includes representation from key areas of the Council.

5.17.4. The DEN Implementation Board will adapt the current DEN Board to ensure improved visibility of the project(s) by Members.

5.17.5. The DEN project is a significant cross-cutting project which interacts with many areas across the Council. Because of this, the DEN Team will also engage with other key internal boards, working groups, etc. to ensure information on the programme is cascaded to affected people within the Council and that the DEN Programme remained informed of developments in other areas of the Council.

External Stakeholders

5.17.6. External stakeholders can broadly be split into five groups:

1. Local people and businesses indirectly affected by the project,
2. Infrastructure owners directly affected by the works and statutory authorities that will approve works,
3. Customers (including developers),
4. Suppliers, and
5. Policy makers and funders.

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5.17.7. The approach to engaging and communicating with each of these groups differs and sometimes the approach to different stakeholders within the same category will differ. For example, differing approaches are required with customers depending on whether they are small existing buildings or large developers with the latter typically being more familiar with DENs and mandated, and so suitably resourced, to engage with the project). Similarly, there may be different pressure groups within the local community that have strong views on e.g. climate change or roadworks and, again, the engagement will need to be tailored.

5.17.8. Much of the communication with groups 2, 3 and 4 will take place within relatively well-defined frameworks (e.g. the New Roads and Street Works Act provides a framework for undertakers to engage with infrastructure owners, most customers will be following processes set out in planning agreements, most suppliers will be engaged through structured procurement, etc.).

5.17.9. However, some stakeholders require more tailored engagement and a detailed communication strategy will be developed under the oversight of the DEN Implementation Board. This will need to address some key issues including:

- The consultation process with local residents and businesses

[redacted]

5.18. Programme management

5.18.1. The Council has been running the DEN programme for a number of years, managed by the Council's Carbon Management service. The Assistant Director for Planning, Building Standards and Sustainability (AD PBSS) is the project sponsor. The lead member is the Cabinet Member for Climate Change and Sustainability.

5.18.2. Several changes to the staff structure are proposed in section 5.12. Alongside this, the Council needs to ensure that the management needs of the programme are identified and properly resourced and remunerated.

5.18.3. This DEN Team will be responsible for the project management and delivery of the enabling works and commercialisation workstreams set out in this OBC and for moving the project through the various approval cycles working closely with the DEN Implementation Board.

5.18.4. Project management processes will follow the Council's project management framework which is broadly in line with PRINCE2. The 3rd party due diligence processes will align with BEIS guidance on due diligence (where BEIS has produced a standardised set of due diligence requirements tailored to DEN projects) and the FBC will be produced in accordance with HMT Green Book Guidance.

5.18.5. The dedicated programme management resource will lead on updating and maintaining the following documentation:

- A project execution plan – which is regularly reviewed and updated. This should set out the project objectives, scope, exclusions, resources, governance, benefits, risks, issues, dependencies, map stakeholders and comms, etc.
- A well-developed schedule (Level 1 schedule and Level 2 schedules for OBC and FBC) alongside regular programme review meetings
- Risk register and regular risk review meetings.
- A Benefits Realisation Strategy (BRS) setting out the approach and framework that the DEN programme will use to manage the realisation and delivery of benefits. This is key to the continued success of the project(s) and ensures that the Council keeps a watching brief on HESCO, based on if it is doing well, or poorly.

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- A stakeholder management and communication plan that ensures the variety of stakeholder needs are met and appropriate governance over the project is in place (including briefing notes, FAQs and similar materials to streamline communications)
- Regular highlight reports including updates on recent and forthcoming activities, financial spend vs. forecast reports, progress updates against programme, and irregular project spotlights where risks will be explored in more detail.

5.18.6. The majority of the above has been produced over the course of the OBC and will need further updates once the OBC is approved and we move towards the FBC.

5.18.7. Following FBC, once an investment decision for the project(s) is taken and the scheme moves into construction and operation, governance will shift into the Shareholder Committee and HESCO Board. Additional relevant project monitoring and reporting will need to be put in place but this will be developed as part of the FBC.

Risk Management

5.18.8. The project team has maintained a risk register through the development of the OBC. Key risks and mitigations from the register are summarised below and presented at different stages of the project covering commercialisation (i.e. the next stage), construction and operation.

5.18.9. Presenting the risks by stage is intended to help the reader understand how the risk spectrum of the project evolves over time. Many key risks will be resolved progressively e.g. concerns over budget, consent and being able to get into contract with Energetik will be resolved during the next stage. However, it also shows that some ongoing risk will sit with the Council/HESCO during operation:

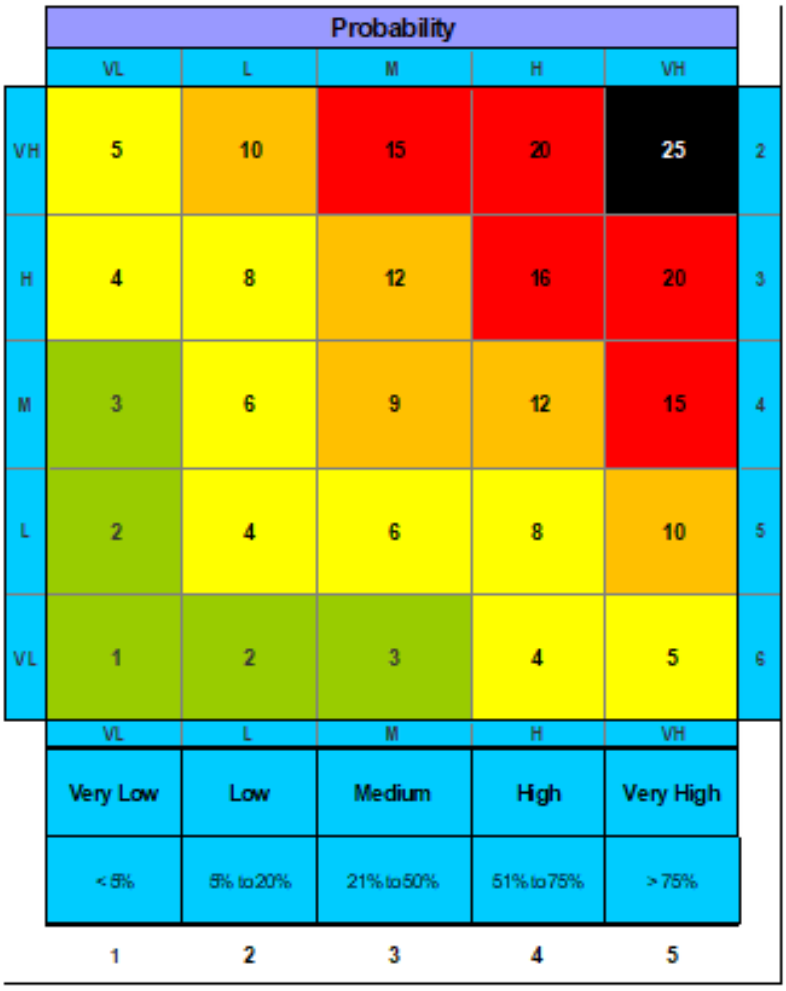


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Table 5.18-9d - Risk scoring and classification



Description	Code Number	Scenario	Guide Probability
Very High (VH)	5	Almost certain to occur	>75%
High (H)	4	More likely to occur than not	51-75%
Medium (M)	3	Fairly likely to happen	26-50%
Low (L)	2	Low but not impossible	6-25%
Very Low (VL)	1	Extremely unlikely to happen	<5%

5.18.10. The following activities will be implemented to support ongoing management of risk on the project:

- Periodic review of the full risk register(s) during scheme development and delivery, to support early management and resolution. This will identify mitigation steps including

associated timelines and identify individuals responsible for ensuring the mitigation is put in place to allow progress to be effectively monitored.

- Key risks reported to project board on regular basis (as part of highlight reports)
  - Ensure that the action owners develop and implement their mitigation measures.
  - Review and update post-mitigation qualitative assessments.

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5.19. Decisions Sought to Facilitate Next Stage of Work

5.19.1. The Cabinet report which accompanies this OBC includes a number of recommendations and decisions required to progress the projects to the next stage. They have not been duplicated here to avoid potential for inconsistencies.

List of Appendices

Title
A - What is District Energy?
B - Markets and Policy
C - Benefit Realisation Strategy
D - Summary of Plant Strategies
E - Tottenham Hale TEM Inputs
F - Wood Green TEM Inputs
G - The Council powers to deliver DENs
H - Subsidy Control
I - Legal considerations regarding pipelaying
J - Procurement advice (Legal)
K - Wood Green financial model assumptions
L - Tottenham Hale financial model assumptions
M - Wood Green sensitivity analysis
N- Tottenham Hale Sensitivity analysis
O - Appraisal of funding options
P - Optimism bias
Q - Planning Issues
R – LZC technology

Appendix A - District Energy Networks

How do we Decarbonise?

While the UK has made considerable progress in cutting emissions over the last three decades (emissions in 2018 were down 40% vs.1990), the majority of this progress has been achieved in the electricity and waste sectors. These sectors have relatively few participants and these stakeholders have been able to implement improved technological solutions at scale, as large assets come to the end of their life. This has been supported by a policy framework which has allocated the costs to consumers.

While the power sector has made significant progress towards decarbonisation, other sources such as transport and heat, still have much to do. With over 30% of Carbon emissions associated with heating the UK building stock, it is essential that this issue is tackled.

Progress in decarbonising how we heat the UK's buildings has been slow. The scale of the challenge is complicated due to the number of stakeholders and the number of competing technological solutions.

To address this in new build properties, government announced phasing out of gas boilers starting with new homes from 2025. The next update to building regulations is also focussing on either heat pumps or heat networks as a solution.

Analysis by central government and the Committee on Climate Change shows that meeting the UK's Climate Change targets will see around 20% of the nation's homes getting their heat from a heat network and so the UK will see substantial expansion of heat networks over the next 30 years.

Heat Networks, or District Energy Networks (DENs), are local, decentralised energy infrastructure. Due to their geographic reach, they are able to tap in to, and harness energy from otherwise wasted sources of heat and distribute it to a wide area.

It is important to understand predictions for the future energy mix and not just the future of heat. Due to the rapidly decarbonising electrical grid, many heating systems are looking to use electricity. However, with other sectors, such as transport, also expected to increasingly rely on the national grid, there will be an increasing amount of pressure on our national infrastructure.

What is a District Energy Network?

The standard approach to providing energy to buildings in the UK is relatively inefficient. Heat and cooling are usually generated at a building scale typically with gas boilers for heating and chillers or air conditioners for cooling, limiting the use of low and zero carbon technologies. Electricity is usually generated at power stations that are remote from the point of use, leading to inefficiencies from wasted heat produced in the generation process and the losses associated with transmission. District Energy Network (DEN) offers an alternative to this arrangement, generating and distributing heat and /or cooling to a number of buildings in an area and, depending on the generation equipment, also producing electricity locally. Generation plant, which is located in a centralised location, generates hot water and /or chilled water which is then distributed via underground highly insulated pipework to the connected buildings.

Instead of individual boilers, each building has a heat interface unit (HIU) which transfers heat from the network to a local building distribution system. Schemes can range in size from simply linking two buildings together, to spanning entire cities. In some countries the use of district heating is widespread – in Denmark around 60% of the country's homes are connected to heat networks, including a scheme which supplies the whole of Copenhagen. For power a local 'private wire' electricity network is installed to connect the generator to customers; this type of generator to customer connection avoids national, regional and/or local transmission and distribution infrastructure and the associated costs.

Generating and distributing heat at a district scale allows lower carbon forms of heat generation to be used which would not be viable at a building scale, including the capture and delivery of waste heat from power generation, energy from waste, or the transition to technologies such as combined heat and power engines and heat pumps.

The figure below helps illustrate the structure of a typical heat network, identifying some of the key terminology used throughout the report.

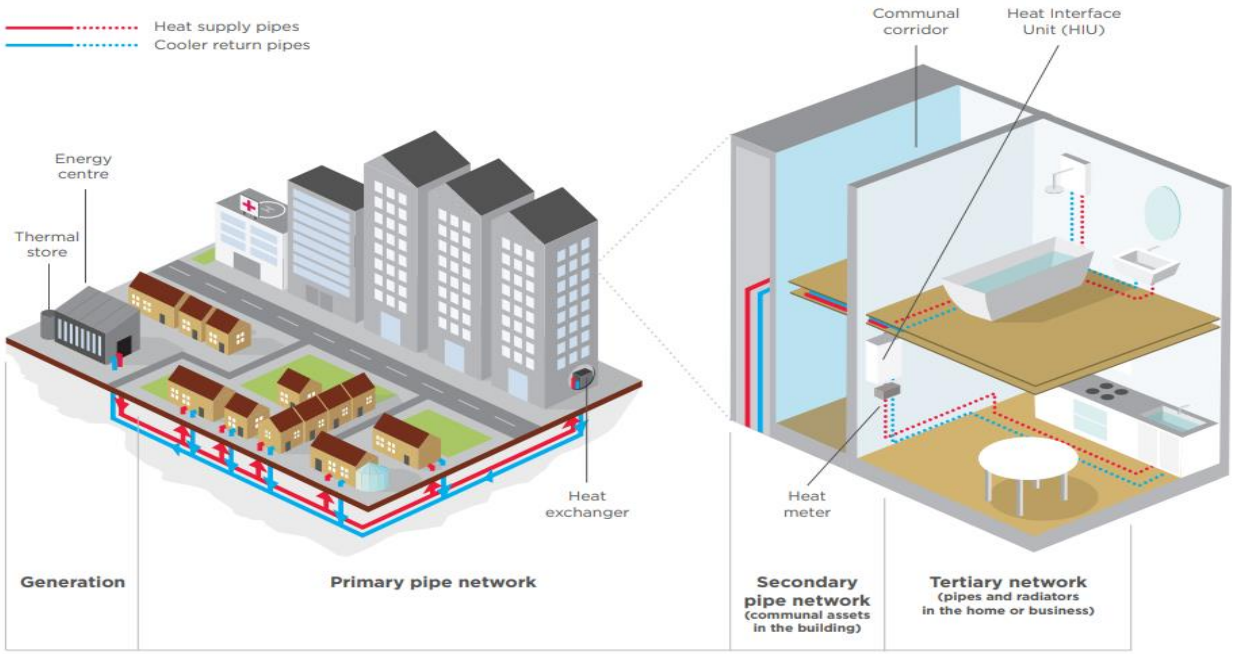


Figure 1: Illustration of a Typical District Heat Network[1]

District Heating Network (DHN)

District Heating Network (DHN) is the distribution of thermal energy (Low Temperature Hot Water (LTHW)) from a central source to a number of different buildings where it is used to provide space heating and hot water.

Where buildings have conventional wet heating systems, connection to district heating can be straightforward. Potentially only minor changes to the building's secondary side distribution systems are necessary; the existing boiler could be removed or decommissioned and replaced with a heat interface unit (HIU) which transfers heat from the DH Network (DHN) to the local building distribution system. Compatible temperatures and operating regimes however do need to be established.

Energy Generation Technologies

There is a wide range of low and zero carbon (LZC) energy technologies that can be deployed in a district energy network. The LZC energy generation technology (also known as primary energy source) is usually accommodated within the energy centre and is typically designed to supply 75-92% of the annual heat demand, with the remaining heat demand being provided by top-up/back-up gas boilers. The LZC plant is further supplemented by thermal storage which allow the output from the LZC plant to be optimised.

The following LZC generation technologies can be applicable to district heating, depending on the location in question:

- Gas fired combined heat and power (CHP)
- Biomass or biofuel fired CHP
- Energy from waste
- Anaerobic digestion
- Biomass and biofuel boilers
- Deep geothermal
- Air, water and ground source heat pumps
- Solar thermal

[1]Source of Image: https://www.theade.co.uk/resources/what-is-district-heating

The choice of heat generating technology that is employed in a network depends on a number of technical, financial, environmental and deliverability factors.

Areas with large concentrated heat loads present significant opportunities for the installation of a DHN. High heat density areas are made up by groups of buildings and/or a single, or collection of anchor load(s). 'Anchor' heat loads are deemed to be buildings (or a group of buildings in an estate, e.g. hospital) that comply with one or more of the following criteria:

- Buildings with a high level of heat consumption (e.g. hospitals and care homes);
- Buildings with a stable, constant and predictable level of year-round heat consumption (e.g. swimming pools); and
- Buildings over which the Council has a high degree of control or influence to support the connection to a DHN, since it is often easier to secure customers for a DHN if there is consent from related institutions.

Distribution Network

Heat distribution pipework consists of a pair of pipes, one carrying the flow water from the Energy Centre to the consumer at temperatures of around 60°C to 85°C and the other pipe carrying the return water after the heat has been extracted, the return water temperature is normally between 40°C and 60°C. The pipes used in DHNs comprise of an inner carrier pipe of either steel or polyethylene. These inner pipes are contained within a larger plastic pipe with the intervening volume filled with foam insulation. Pipes can be either single (Figure 2A) or twin pipes (Figure 2B). Twin pipes combine the flow and return pipes within a single outer pipe.

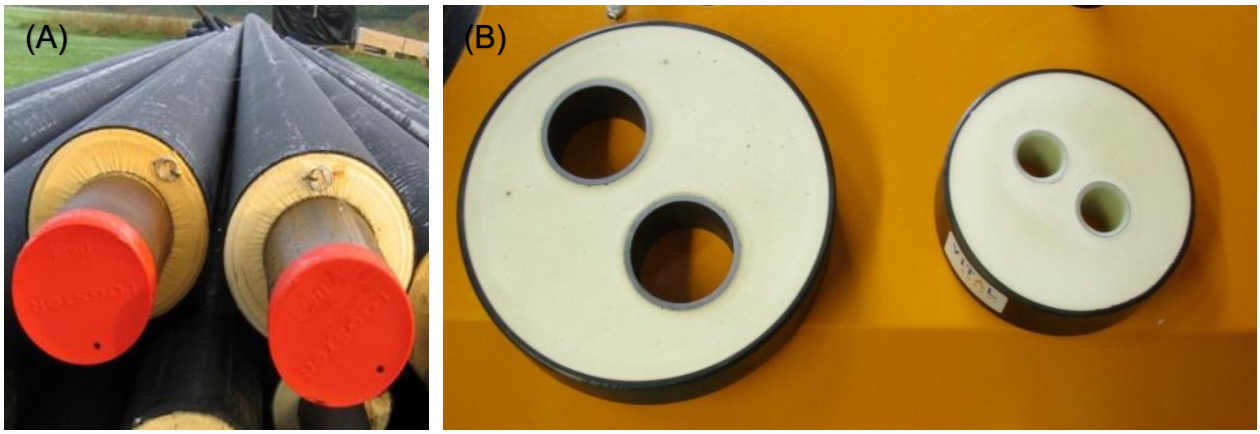


Figure 2: Examples of Pre-Insulated DH Pipework: (a) Steel Single Pipe (b) Plastic Twin Pipe

District Cooling Network (DCN)

District Cooling Network (DCN) is distributed in the form of chilled water through a network of insulated pipes to different buildings to supply demand for cooling. Chilled water (typically 6°C flow/12°C return) is used in central cooling units such as air handling units, or in local units such as fan coil units or chilled beams. Chilled water can be generated in different ways: through conventional electrically driven vapour compression chillers; or via absorption (i.e. heat-driven) chillers. Both of these could be utilised in providing DC services.

Private Wire Network (PWN)

Combined heat and power (CHP) or cogeneration technologies refers to the simultaneous generation of heat and electricity from the same process. The lower carbon electricity generated by the CHP is distributed via an underground private wire network (HV Cables) and used to supply a number of connected customers along the heat network. Any surplus electricity generated (not required by the buildings connected) is exported to the grid, providing an additional revenue stream.

The private wire network is usually routed to follow the same course as identified for the district heating pipework and is installed within the same trenches, however the private wire network may be less extensive serving a smaller number of buildings selected on the basis of magnitude of electricity demand and ownership.

What are the Benefits of a District Energy Network?

District Energy Network offers a number of environmental and economic benefits over the conventional energy generation/supply. Key benefits include:

- **CO_2 emissions reductions** – the combination of more efficient generation and the ability to use alternative technologies and fuels means that district energy network will provide significant CO_2 reductions.
- **Opportunity to build a revenue stream** – The sale of energy to local users can be a sustainable source of revenue. This revenue can attract investment from the private sector, who could transfer some, or all, of the financial risk of projects from the public sector.
- **Emissions reductions in hard-to-treat buildings** – where retrofitting fabric improvements to existing stock is challenging (e.g. for listed buildings), district energy provides an alternative method by which to reduce CO_2 emissions.
- **Reduced environmental taxes** – policies such as the Carbon Reduction Commitment (CRC) and the EU Emissions Trading Scheme place a value on CO_2 emissions (effectively a carbon tax). It is expected that the effect of such policies may increase in future as the pressure to reduce emissions increases and the cost of emitting CO_2 rises.
- **Reduction in energy prices** – increased efficiencies can lead to reduced energy costs for customers. This can mean improved competitiveness for local businesses and reduced energy bills and the alleviation of fuel poverty for households.
- **Alleviation of fuel poverty** – in some cases district energy networks can offer special lower tariffs to households at risk of being in fuel poverty. The cost of offering reduced tariffs may be offset by increasing prices to other customers or by using other income streams to provide a subsidy.
- **Energy security** – the higher efficiencies combined with the ability to provide alternative forms of heat generation means that DENs can increase energy security and reduce reliance on third party energy suppliers.
- **Local dividends** – profits from the sale of energy from district energy networks may accrue to local authorities, communities, and/or businesses when they are stakeholders, rather than wholly to national or international businesses.
- **Local economy** – the construction and operation of a network can create employment opportunities and opportunities for local businesses to be involved in the supply chain.

Glossary

Name	Description
DEN	District Energy Network: includes district heating, private wire, and possible district cooling
DH(N)	District Heating (Network): a system where a centralised heat generating plant (using any one of a range of technologies) provides heat to surrounding buildings in the area by means of a network of insulated pipes carrying hot water or steam.
Energy Centre	Location of the energy generating plant for a district energy network.
LZC Technology	Low Zero Carbon Technology. The LZC technology is usually deployed as the primary energy source of the district energy network.
Thermal Store	Thermal Stores are large vessels which store hot water – these maximise the output from the LZC heat source by storing energy when there is low demand. Generally, only the LZC plant is utilised to charge the thermal store. Thermal Stores are commonly located within or just outside the Energy Centre near the LZC plant; however, they can also be placed at other locations on the network.
Top-up/Back-up Gas Boilers	District heating schemes are commonly designed with additional generation which provides back-up in case of planned or unplanned maintenance work. In addition, as the LZC heat technologies are sized to supply the base load, the back-up plant also serves as a top-up system in periods of peak demand Natural gas boilers are normally selected as the back-up/top-up plant, this is due to many factors, including among others: technology maturity, low cost, low risk, no requirement for fuel storage, ability to modulate to the heat demand and rapid response.
Flow Pipe	Also known as Supply Pipes, are pipes carrying the flow water from the Energy Centre to the consumer at temperatures of around 60°C to 85°C.
Return Pipe	Pipe carrying the return water from the consumer back to the Energy Centre after heat has been extracted. The return water temperature is around 40°C to 65°C.

Heat Exchanger	System that provides hydraulically separation and transfers the heat between the primary heat network (pipework from energy centre to the customer's building) and the secondary heat network (pipework within a building).
HIU	Heat Interface Unit (HIU) is a system that provides hydraulically separation and transfers the heat between the secondary side (pipework within a building) and the tertiary side (pipework within a dwelling).
CO_2	Carbon Dioxide
ESCO	Energy Service Company: a commercial entity which typically operates and maintains the plant associated with a DHN (or potentially other forms of generation). They would also normally bill any user of the DHN.
Heat Density	Measure of the heat demand in an area i.e. annual heat demand per square meter (MWh/year/m^2).
Private Wire	These are electricity networks owned and operated outside of the transmission or distribution system. This might be a wire system from a CHP generator to buildings to supply electricity.

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Appendix B – Markets and Policy

Markets

1.1 In the UK, around 4% of homes (400,000) are currently served by DENs although these are predominantly at building level. Unsurprisingly, these are concentrated in urban centres and rely heavily on natural gas.

1.2 Projections from BEIS and the Committee on Climate Change are that the market share will need to increase to around 20% if the UK is to reach its climate change targets and that networks will need to switch from gas to greener energy sources, predominantly waste heat from industry and other processes and naturally occurring heat from e.g. rivers, mines and, where geology is suitable, geothermal resources.

1.3 As a result, the UK Government, via BEIS, have been heavily investing in heat network projects over the last several years. This includes a revenue support scheme targeted at Local Authorities (HNDU), which has delivered £12m over 7 years including c.£600k to Haringey). Consecutive capital grants schemes (HNIP and GHNF) which together commit >£500m to the heat network market over an 8-year period running to 2025, have also promoted growth.

1.4 Following a market study into heat networks (conducted in 2018), Government has committed to introducing a heat network regulator and establishing a clearer market framework for heat networks. Government recently announced a forthcoming consultation on Heat Network Zoning which is essentially the creation of exclusive zones where (some or all) heat users are mandated to connect to a heat network. A wider Heat Policy Framework is also in the pipeline which will set wider policy for heat beyond heat networks. This will give greater clarity over how costs of investing in heat networks (and other technologies) should be shared across society.

1.5 The GLA also provides (primarily revenue) support to DEN projects. One such source is the £6m DEEP programme, which has provided around £450k to Haringey, and its £3.25m successor LEAF. The GLA also made a recent £0.75m capital grant to Enfield Council to pay for increased capacity in their network which safeguards extension into Haringey and Hackney.

1.6 These schemes and others like them have created a buoyant Heat Network Market in the UK. Many of the big energy companies have heat network undertakings, and several high profile energy companies from Europe, where heat networks have significant market share in the supply of heat, have also moved their heat network offerings to the UK.

1.7 There are large DENs in several London Boroughs and UK cities including Enfield (Energetik), Lewisham/Southwark (SELCHP), Newham/Hackney (the Olympic Park), Sheffield, Nottingham, Leeds, Coventry, Southampton and a variety of business models have been deployed in their set-up. Many of these schemes are led by the relevant Local Authority and this is exclusively the case where schemes serve multiple developments.

1.8 Worldwide, DENs are common in North America (e.g. New York, Denver, Seattle, Boston and most large Canadian cities), Europe (especially Scandinavia and Eastern Europe but also Paris, Berlin, Turin and Vienna), Asia and the Middle East (often supplying cooling alongside or instead of heat). Some of these systems are city wide (e.g. Copenhagen has 95% market penetration) and others are focussed in particular areas (e.g. New York's network, co-founded y Thomas Edison in the 1800s, is restricted to lower Manhattan but has high market penetration in this area)

1.9 A list of notable UK schemes is provided at the end of this document including links to case studies.

Policy

1.10 The National Planning Policy Framework[1] recognises the importance of heat networks and decentralised energy. For example, Paragraph 20 requires policies to set out an overall strategic vision for provision of energy (including heat) and Paragraph 151 requires Local Planning Authorities to provide a positive strategy to maximise deployment of low carbon heat

1.11 Planning policy in central and inner London has been pro-heat network since the London Plan was introduced in 2007. The map below from the new London Plan[2] shows where new development is required to install heat networks and this zone covers the vast majority of Haringey. The GLA have an extensive evidence base to support this which has analysed the heat density of London and the availability of waste heat.

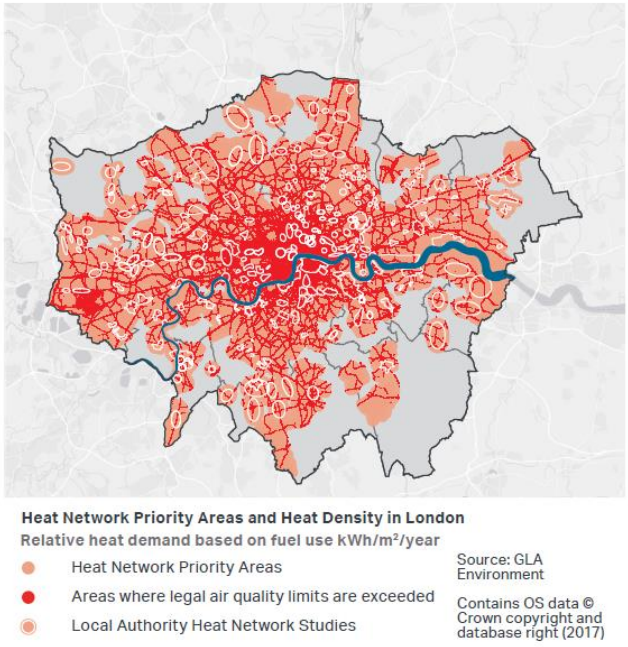


Figure 0-1 - Heat Network Zones Identified in the New London Plan

1.12 In addition, the GLA's Upper Lea Valley Opportunity Area Planning Framework (ULVOAPF) identified the potential for a large heat network and set delivery of a heat network across the Lea Valley (in line with the figure below) as an objective

1.13 Haringey's own planning policy[3], which needs to be in conformity with the London Plan, is also supportive of heat networks. Policy DM22 requires development in certain areas to be designed to connect to heat networks. The Council also uses planning conditions and obligations to support DENs through obligations on developments in these areas to connect where feasible (including mechanisms to generate connection payments) and through obligations to provide infrastructure to support a DEN (e.g. as at Clarendon Square where the developer is required to provide an energy centre).

1.14 These planning agreements commit the Council to progressing DEN projects in the areas shown in the DM22 map.

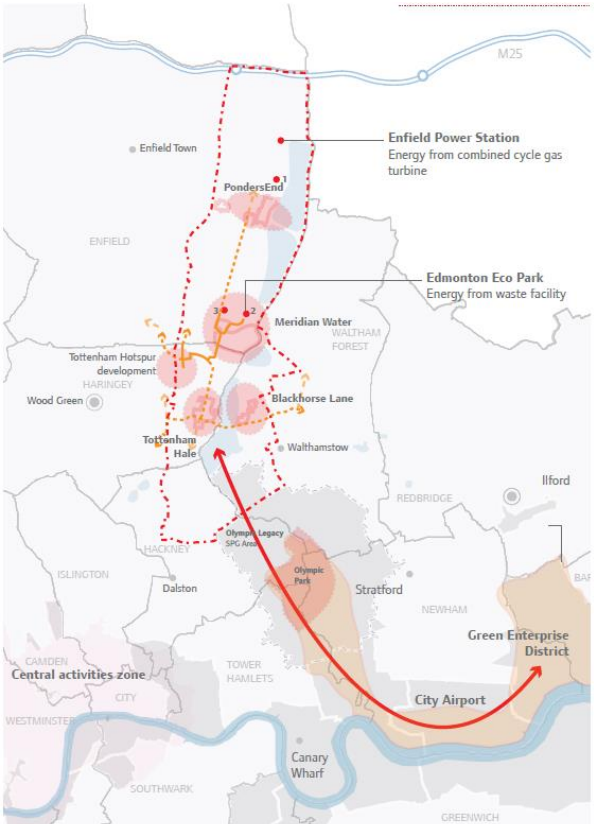


Figure 0-2 - Lea Valley Heat Network as Envisaged in ULVOAPF

[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

[2] https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan

[3] https://www.haringey.gov.uk/sites/haringeygovuk/files/06_haringey_dmp_dtp_221215.pdf

1.15 Haringey's evidence base for these policies includes the Decentralised Energy Masterplan[4] which analysed opportunities for decentralised energy/heat networks in the borough.

1.16 The masterplan essentially links supply and demand. There is enough waste heat available from the forthcoming Energy Recovery Facility (ERF) being built by the North London Waste Authority at Edmonton to heat tens of thousands of homes. The London Plan and Haringey's own strategic planning policies anticipate tens of thousands of new homes will be built in the vicinity of the ERF which all need heat. The map below shows the strategic vision which emerged from this study.

1.17 This was supported by individual studies into North Tottenham, Tottenham Hale and Wood Green funded by central government.

[4] https://www.haringey.gov.uk/sites/haringeygovuk/files/160107_haringey_emp_report_rev7.pdf

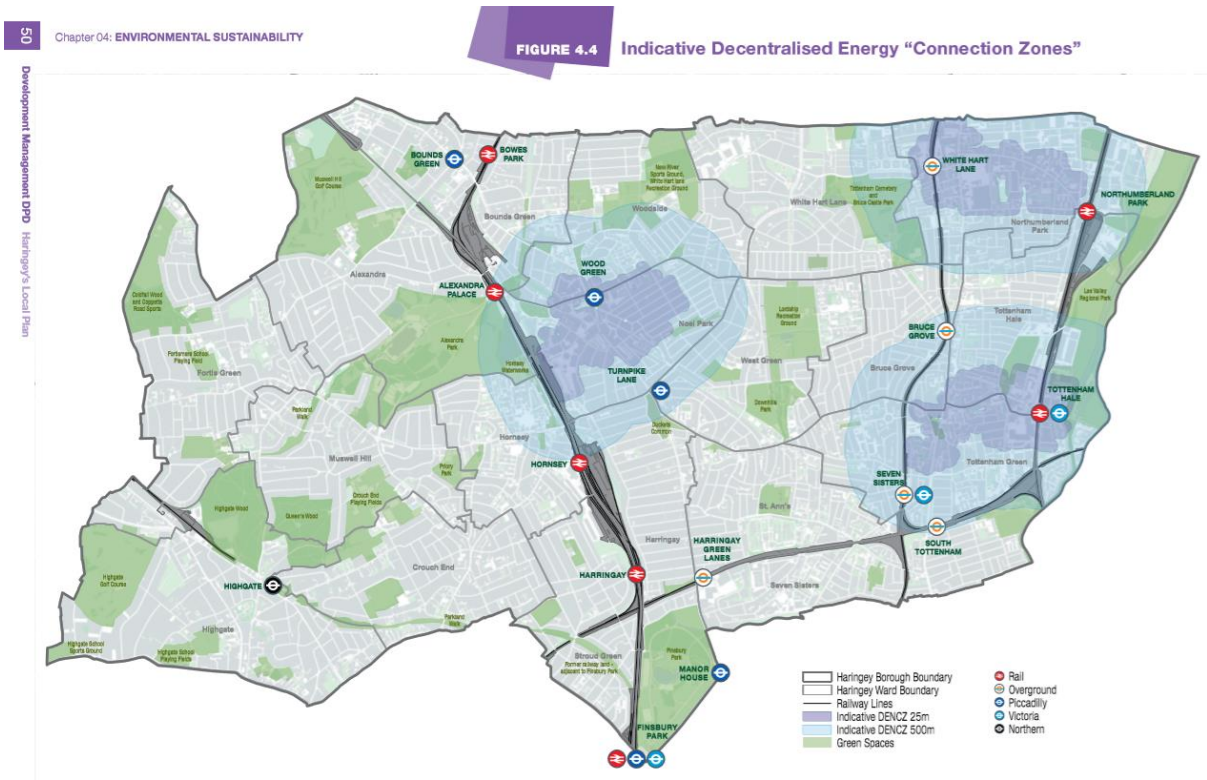


Figure 0-4 - Decentralised Energy Connection Zones as Identified in Haringey's Development Management Policies DPD

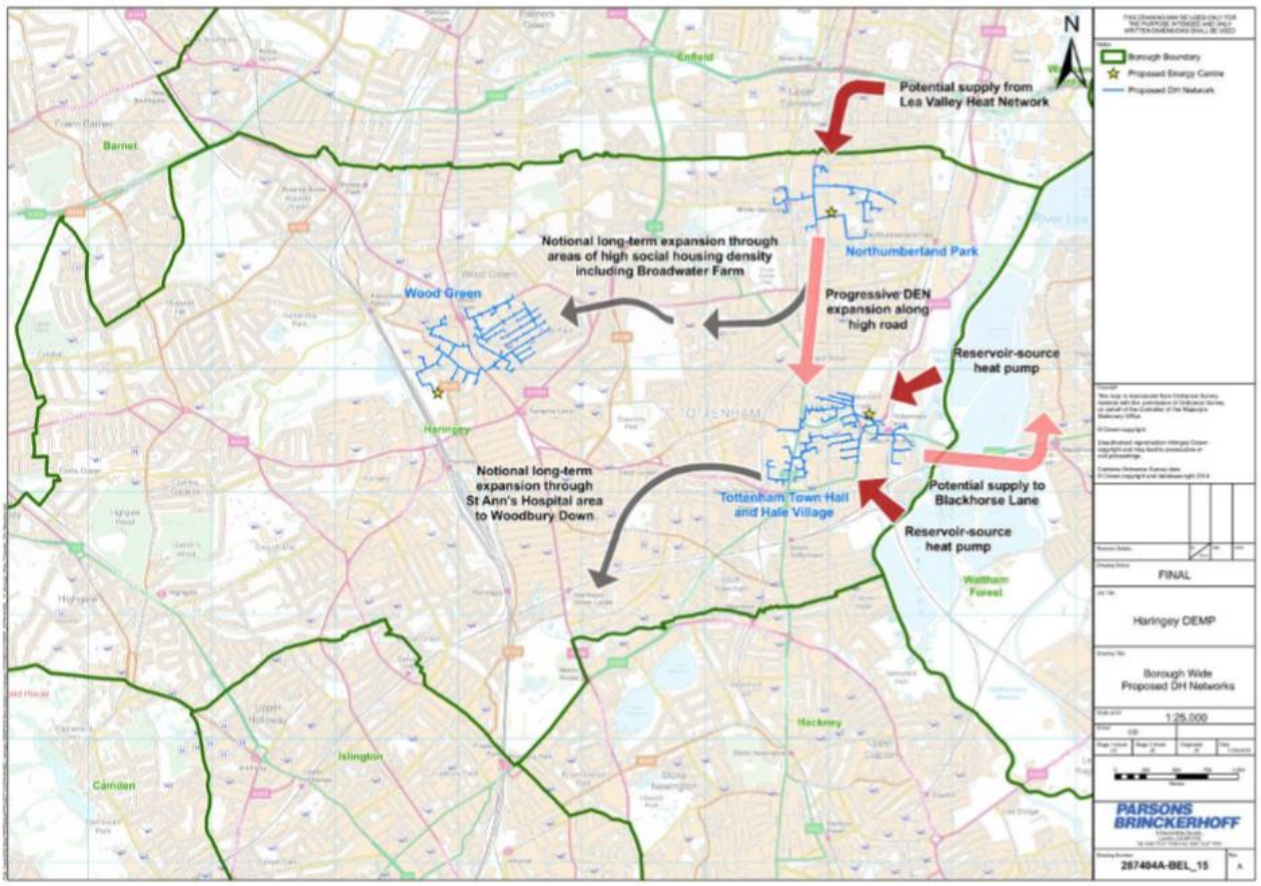


Figure 0-3 - Strategic Vision of a Borough-wide DEN from Decentralised Energy Masterplan

Specific Growth in Haringey

1.18 In Tottenham Hale, the Council has entered into numerous s106 agreements with developers which commit the Council to investigating the viability of a DEN and developers to connecting if the Council makes a viable offer. There are now around 2,100 homes with planning approval, the majority of which are under construction, and are poised to connect to a network.

1.19 This is similar at Wood Green, although the construction programme is not as progressed as at Tottenham Hale. In Wood Green the Council has gone further in that the developer of Clarendon Square is required to build a c.£3m energy centre (shell) and provide it for use in an area wide DEN.

1.20 At High Road West / North Tottenham, Haringey Council acting as landowner, have procured a delivery partner that is required to construct substantial DEN infrastructure and then transfer it to the Council as well as ensuring that occupants of the development will buy energy from the scheme. The council have committing to setting up a council-owned DEN at High Road West to serve 2,500 new homes (and then expand to the wider area) as part of the procurement of Lendlease as delivery partner on this large regeneration project. An OBC has been approved for the project and a budget of £13m is included in the Capital Budget. Although the North Tottenham OBC was approved in 2017, work on the DEN has been on-hold until recently due to several issues which needed to be resolved around the funding of the regeneration project.

1.21 The Council decided in 2017 to refurbish and expand a DEN at Broadwater Farm (BWF) in response to an urgent need to remove individual gas boilers from the apartments in the estate. The DEN at BWF was first operational in the 1970s across the estate but was scaled back to only serve around 200 homes in the two high rise blocks in the noughties. It has now been extended back to the entire estate and is expected to grow to serve around 1,200 homes, as well as two neighbouring schools, as further parts of the estate are regenerated.

1.22 The Council's commitment to providing 1,000 new council homes will mean a further expansion in the Council's heat supply business as planning policy will mean the majority of these homes will be built with shared heating services.

1.23 At the former St Ann's hospital site, the GLA as landowner are requiring an onsite DEN and setting a target for it to be zero carbon although has not specified how heat should be sourced. Planning is likely to require the site to seek to connect to a borough wide DEN fed from the ERF in preference to any other solution. This site will include around 950 new homes.

1.24 At Woodberry Down (in Hackney), Hackney Council procured Berkeley Homes as a regeneration partner and required the scheme to include a DEN. The planning obligations on Berkeley Homes require them to agree a low carbon strategy over the next two years.

1.25 The Secretary of State granted a Development Control Order (DCO) for North London Waste Authority's new Energy Recovery Facility. The development is required to be constructed to supply both heat and power and there is a condition that, prior to operation, NLWA must submit details of the commercial opportunities for heat sales to Enfield Council for approval. The application for the DCO included evidence around potential for growth of heat networks including suggestions that these would extend to Haringey and beyond.

Case Studies of Notable UK and International Schemes

1.26 Below is a list of various DEN examples from around the work where a variety of different business models have been deployed.

Various UK and international case studies:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691643/Heat_Network_Case_Study_Brochure.pdf

London Boroughs operating large DENs in-house

Camden [Somerstown] https://www.camden.gov.uk/supplying-low-carbon-energy

Islington [Bunhill operating from 2016-ish, just completing Bunhill Phase 2] https://www.theade.co.uk/case-studies/district-heating/bunhill-heat-and-power

Westminster [PDHU – 1950s but still growing]

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/413034/The_Pimlico_District_Heating_Undertaking_-_CHP_operations.pdf

LAs who have set up district heating companies

Enfield https://www.energetik.london/

Gateshead https://www.theade.co.uk/case-studies/district-heating/award-winning-chp-district-energy-scheme-brings-low-cost-energy-to-gateshea

Sutton http://sden.org.uk/about-us/

Barking and Dagenham https://bdenergy.org.uk/

Woking https://www.theade.co.uk/case-studies/trigeneration/woking-town-centre

Nottingham [see the document with various case studies link above]

Aberdeen https://hub.communityenergyengland.org/resources/resource/129/aberdeen-heat-and-power-project-case-study/

Leeds https://www.leeds-pipes.co.uk/

Cardiff [under construction]

Bridgend [under construction]

Colchester [under construction]

Bristol [under construction]

Lerwick (community owned) https://gov.wales/sites/default/files/inline-documents/2019-05/case-study-6-lerwick-district-heating.pdf

LAs/Public bodies who have let concessions/levered private sector delivery [typically to serve existing large sites under control of person letting contract or, for new build, where there is a very clear delivery programme as at the Olympics]

Southampton https://www.theade.co.uk/case-studies/visionary/southampton-district-energy-scheme

Birmingham https://www.theade.co.uk/case-studies/visionary/birmingham-district-energy-scheme

Coventry https://www.engie.co.uk/energy/district-energy/coventry/

Olympic Delivery Authority [Queen Elizabeth Olympic Park] [see the document with various case studies link above]

Sheffield https://www.theade.co.uk/case-studies/district-heating/sheffield

Tower Hamlets [Barkantine] https://www.theade.co.uk/case-studies/district-heating/barkantine-district-heating-scheme-london

Camden [Royal Free Hospital] http://www.renewableenergyfocus.com/view/42570/gospel-oak-a-district-heating-success-story/

Developers letting concessions [requires large site >500 homes]

Argent (Kings X)

https://www.metropolitan-uk.co.uk/document/downloads/Metropolitan_Kings_Cross_Case_Study.pdf

Knight Dragon (Greenwich) https://www.pinnaclepower.co.uk/case-studies/greenwich-peninsula-district-energy/

Various councils/housebuilders in Exeter (Monkerton) https://www.eonenergy.com/About-eon/media-centre/eon-to-provide-low-carbon-energy-for-monkerton-development/

International examples of long established (now citywide) networks

Copenhagen https://www.c40.org/case_studies/98-of-copenhagen-city-heating-supplied-by-waste-heat#:~:text=What%20is%20it%3F,reduces%20CO2%20emissions%20and%20pollutants.

Paris [JV between city and private sector grew in 1920s] https://www.c40.org/case_studies/cities100-paris-greening-district-heating-cuts-emissions

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APPENDIX C: Benefits Realisation Strategy

1.1 This Benefits Realisation Strategy (BRS) sets out the framework that the Haringey Decentralised Energy Network (HDEN) Programme will use to manage the delivery and realisation of benefits. The BRS provides direction and information in terms of:

1.1.1 The purpose of benefits management;

1.1.2 The approach to benefits planning, which includes how benefits are identified, defined and prioritised.

1.1.3 The approach for the benefits realisation management process (after benefits planning), and the criteria against which the effectiveness of that process is to be measured.

1.1.4 The functions, roles and responsibilities of those involved in benefits planning and benefit realisation.

1.1.5 When and how reviews and assessments concerned with measuring benefit realisation will be carried out, and who is to be involved.

1.1.6 Measurement methods and steps that will be used to monitor and assess the realisation of benefits.

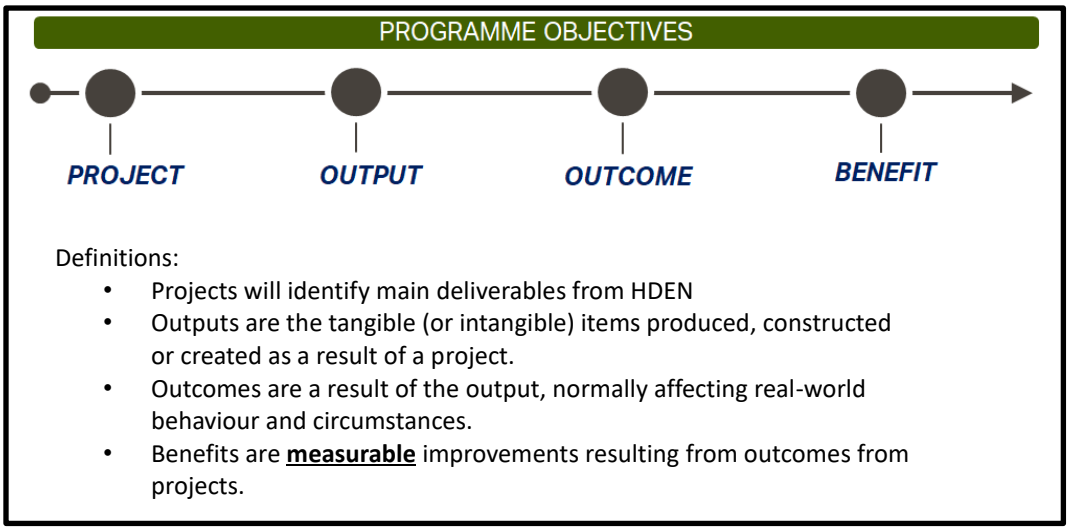
1.1.7 The baseline of information that may be used to enable benefit measurement.

1.1.8 The use and definition of any benefits management terminology that is specific to the HDEN Programme and the context.

1.2 This document provides an outline of the BRS and identifies the benefits of HDEN primarily in a qualitative manner. The benefits of the scheme (and the BRS) should be defined (qualitatively) as the project matures.

1.3 This BRS is to be reviewed twice per year to aid its development into a complete document.

1.4 The BRS will be further developed during the Full Business Case and as the project progresses.



Definitions:

- Projects will identify main deliverables from HDEN
- Outputs are the tangible (or intangible) items produced, constructed or created as a result of a project.
- Outcomes are a result of the output, normally affecting real-world behaviour and circumstances.
- Benefits are **measurable** improvements resulting from outcomes from projects.

Benefits Management:

1.5 Benefits management is a structured approach for maximising good business outcomes for an organisation as a result of change. It is fundamental to effective programme and project management and successful delivery. It ensures that a project or programme remains focussed on the desired benefits and outcomes as it progresses over time.

1.6 Desired benefits are specific, measurable, agreed, realistic and time bounded. The term benefits management is often used interchangeably with the term benefits realisation.

1.7 The HDEN Programme is to manage, track and control the realisation of benefits through the programme's BRS. The BRS can best be thought of as a schedule of resourced activities focused on achieving the benefits and the transition that needs to occur in the operational areas. This differs to the Programme Level 1 Schedule which is focused on the delivery of the Programme.

1.8 The HDEN BRS will hold the organisation accountable for the delivery of the benefits, with the management strategy defining who is responsible. Within HDEN it is proposed the Managing Director of HESCO (or of the HDEN Board in the interim) is ultimately accountable for the realisation of benefits, although they will be supported by other members of the HESCO Board.

1.9 Benefits will be managed on a day-to-day basis by the Benefits Manager (within the DEN project team) the working in conjunction with the identified Benefits Owners who are responsible for tracking, measuring and claiming identified benefits as they are realised.

1.10 A detailed BRS is required to contain and provide information on:

1.10.1 Governance structure and mandate for benefits realisation.

1.10.2 A benefit tracker that details when each benefit or groups of benefits (including any dis-benefits) will be realised.

1.10.3 Milestones for the conduct of benefits reviews, to determine progress and inform questions about the likelihood of ongoing success in the future.

1.10.4 Dates when specific outcomes (i.e. business transition(s)) that will bring about benefits, are planned to be achieved.

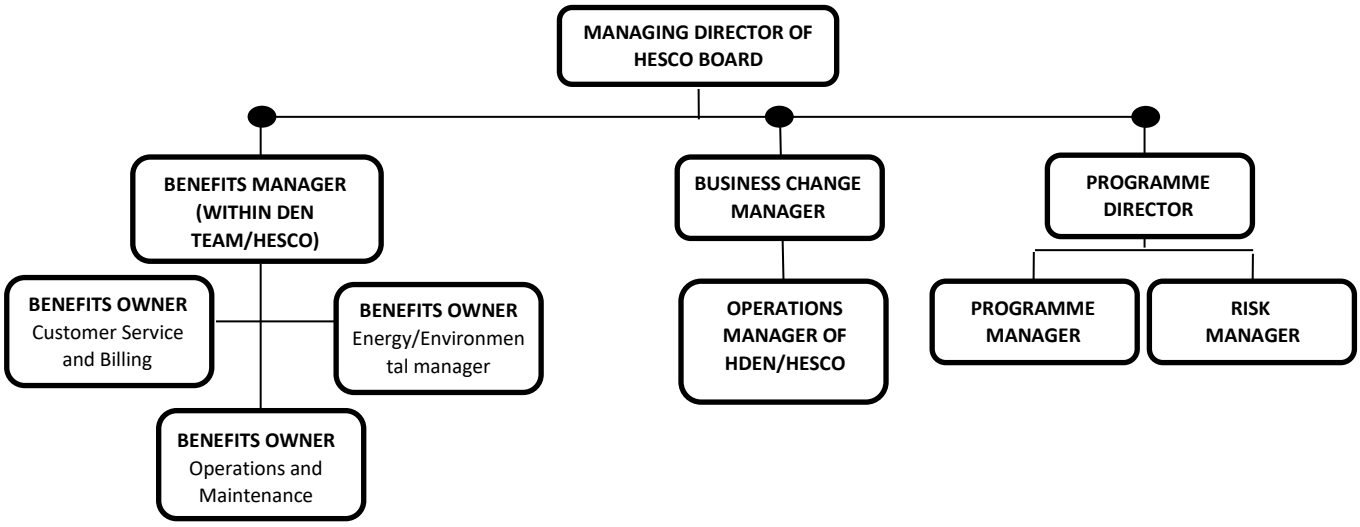
1.10.5 Details of the necessary handover and embedding activities necessary to realise any benefits occurring after the programme has close.

Roles and Responsibilities:

1.11 The Benefits Realisation Group will be the forum responsible for the ongoing management of benefits. It would be led be the Managing Director of HESCO who will be supported by the Benefits Manager, Programme Director, a Risk Manager and the Business Change Manager. The team, with support from the Programme Manager, will provide a seamless transition from project delivery to Business as Usual activities, track benefits and monitor risks during the benefits realisation period and claim and sustain the benefits.

Note the roles identified above may change depending on the long-term organisational structure of the HDEN Board, Project team and eventually HESCO and the Shareholder Group. The roles stated above are based upon the assumption that HDEN uses a conventional programme management structure.

1.12 The proposed BRS roles and responsibilities are as follows.



Role	High Level Responsibilities
HESCO/**HDEN Board**	▪ Supports the Managing Director by offering suitable Benefit Owners from within the Council and the DEN team ▪ Ensures strategic alignment of benefits realisation ▪ Ensures commitment to benefits realisation from all relevant stakeholders
Managing Director	▪ Owns the business case and the programme risk register ▪ Accountable for the effective identification, quantification, management and communication of benefits throughout the project ▪ Accountable for the realisation of benefits
Programme Director	▪ Responsible for day to day management of delivering the project, ensuring benefits management products being completed accurately and timey, and are signed off by relevant stakeholders ▪ Responsible for the effective identification, quantification, management and communication of benefits throughout the project

Benefits Manager	▪ Usually a permanent appointment sitting in the business separately from the programme ▪ Maintain a permanent 'centre of expertise' in benefit realisation within the business. ▪ Provide objective challenge of benefits, dependencies, measures, targets and the programme's approach to benefits realisation ▪ Supporting the MD, the Programme Manager and the Benefits Owners in executing their benefit realisation responsibilities
Benefits Owners	▪ Responsible for the realisation of benefits assigned and handed over to them (as well as signing off the appropriate Benefits Profiles and Benefits Handover Certificates) ▪ Responsible for ensuring the appropriate metrics are assigned to benefits and measurement and reporting is undertaken as agreed ▪ Responsible for undertaking appropriate investigation to assess benefits performance and identify appropriate mitigation actions if benefits realisation is not on track
Programme Manager	▪ Develop the Benefits Realisation Strategy on behalf of the Managing Director with the Business Managers and relevant stakeholders ▪ Develop, own and maintain the Benefits Realisation Schedule in consultation with the Business Change Manager, relevant stakeholders and the project teams ▪ Initiate benefit reviews as part of the Benefits Realisation Schedule or in response to any other triggers
Business Change Manager	▪ Delivers benefits as profiled: this extends to ensuring that commitments and actions that have been attributed to an operational network are delivered ▪ Provides information to support the creation and delivery of the benefits realisation plan ▪ Develops and maintains the benefits profiles ▪ Ensures there is no double counting of benefits ▪ Maintains engagement with key individuals responsible for benefits delivery within the operation of the HDEN network ▪ Sets benefits performance deviation levels and early-warning indicators to support realising benefits ▪ Indicates benefits reviews after the programme is closed.
HDEN Network Operations Team	▪ Work with the project team to capture appropriate documentation of requirements, business need and business change to ensure delivery and optimisation of benefits once the project is operational

Identified Benefits

1.13 The key outcomes of the HDEN programme of works are the long-term reduction of the council's carbon footprint, and cost-efficiency (compared to other decarbonisation options) and improved air quality for its residents.

1.14 To achieve this the following objectives have been identified within the Strategic Case which capture these outcomes:

- **Environmental –** project should reduce carbon emissions and improve air quality in both new and existing buildings within Haringey in line with the Climate Emergency, emerging Climate Action Plan, Borough Plan, planning policy and wider national and international policies
- **(Financial) Viability –** the project should be financially sustainable for the investor (the Council)
- **Customer First -** Be affordable for the residents and businesses of Haringey, whilst also delivering high quality customer service.
- **Programme/Disruption** - minimise disruption to residents and the local community and avoid clashes with concurrent delivery programmes compared to alternative decarbonisation options.
- **Community Engagement** – Improve reputation and confidence in the Council's ability to deliver infrastructure and energy projects in support of community and developer needs.
- **Community Wealth** - to provide a stimulus to the local economy by retaining wealth locally, building the local supply chain and by providing job opportunities throughout construction and operation.
- **Capacity Building** – to act as a catalyst for the development of an organisation capable of delivering further decarbonisation projects in the Borough and in neighbouring boroughs through in-house capacity and knowledge building.

1.15 Identified outcomes and benefits should be technology agnostic allowing the Council to fairly compare other solutions which might be preferable to the ERF in future but also deliver the above outcomes and benefits.

1.16 While specific targets have not been set for these benefits; the table below shows the benefits aligned with the project objectives and how they may be measured. This will be developed further as the project matures and should be clearly defined as the project approaches the FBC Stage. These benefits may be split further to allow appropriate assignment of benefits owners.

Objectives	Outcomes	Benefit	Potential Benefit Metric
1. Environmental	Reduction in carbon emission associated with heat for connected buildings	Reducing Haringey's dependence on natural gas by utilising low carbon heat (from ERF) in major regeneration projects. This will yield a significant reduction in carbon emissions.	It is targeted that 85% of heat of connected buildings would be provided a low carbon heat (the ERF).
	Reduction in NOx Emissions from provision of heat in connected buildings	Local air quality improvement should also be measurable although local air quality is dependent on numerous factors. The air quality benefit can be quantified through calculating the reduction in NOx emissions compared the emissions to gas boilers would have produced.	It is targeted that 85% of heat of connected buildings would be provided by a source which does not produce local NOx emissions (the ERF).
2 Financial Viability	To maximise income and minimise cost and risk so that the scheme is affordable (to investors) / investible and	Financial viability can be measured in a number of ways. The beneficiaries are the investors in the project (although, of course, none of the other objectives can be achieved if the project does not proceed)	Post-tax, post-finance revenues from the projects. Projected IRR remains above borrowing rate.

	financially sustainable.	This should be achieved without compromising objective 3.	
3 Customer First	Whole life cost to residents and other customers remains below current levels. High quality service provided to residents.	The Councilneed to ensure that energy infrastructure is put in place is considerably lower cost than alternative methods of decarbonising heat leading to lower energy costs for local residents and businesses in the long-term. The target is for residents to retain the same whole life cost of energy as their present-day costs (gas boilers). This includes delivering commercial arrangements ensure checks and balances are in place on monopoly heat suppliers (prior to the government introducing regulation) and provides residents most in need have additional protection. Customers, and residential customers in particular, benefit from these areas. There are also reputational benefits for the scheme.	Benchmarking of costs against conventional heating technologies. Compliance with Heat Trust requirements over consumer protection. The level of complaints and compensation paid to customers. Lower levels of service interruption/high levels of fault rectification. Surveys showing above average levels of customer satisfaction.
4 Programme / Disruption	Alignment with wider Haringey Programme and reduced disruption to residents and the local community from decarbonisation projects (compered to alternative solutions).	During and post construction HDEN must manage its programme of works to minimise disruption and align itself with the wider Haringey development plan. This will enable cost efficiencies, reduction in abortive or wasted works and a reduction in disruption. It is difficult to evidence how well the projects avoids clashes with other ongoing developments and the extent to which the projects manage to minimise disruption or reduces avoided costs.	Logging when the Council has either succeeded or failed to minimise disruption to the local community by realising opportunities or failing to mitigate Risks. Including cost savings as part of business plans
5 Community Engagement	Build trust in council's ability to deliver infrastructure in support of community and developer needs	To increase confidence in council led infrastructure schemes local buy in and engagement is required. It is society in general that benefits from improved engagement as it should help lead to better project implementation and less conflict with stakeholders.	Monitoring numbers of attendees at events, analysis of participants Surveys of residents to understand e.g. levels of trust, extent to which issues are understood, etc. Monitor number of complaints and time to resolve issues
6 Community Wealth	Increased employment opportunities for local people in low carbon jobs.	The project should increase employment opportunities within Haringey both directly (by employing local people) and indirectly through additional council revenues and the promotion of low carbon job opportunities within the sector. The benefits of community wealth flow primarily to residents in Haringey. This	Number of apprenticeships and creation of additional local jobs Proportion of turnover which is in-sourced Closer working between supply chain and local schools/community groups

		could be captured through the procurement process.	DEN representation at local careers events.
7 Capacity Building	Ability to deliver other district energy decarbonisation projects.	To date the Council has a limited experience and capacity to deliver decarbonisation projects the size of HDEN. Following the completion of this project the council will have a workforce and organisational structure capable of delivering other decarbonisation projects. The Council is the primary beneficiary from a more skilled work force but also creates opportunities for local workers.	Continued exploration, investment, and delivery of DEN expansions (and other low carbon energy projects) Number of apprentices employed by HESCO Number of employees with professional membership of energy or engineering institutes Recognition in energy project awards Structures embedded within HESCO to enable it to support other council led schemes Development of a local supply chain.

Benefits Profiling

1.17 The Economic Case and Financial Case set out the future performance of the DENs across Haringey, looking at the potential for deploying DENS in Tottenham Hale and Wood Green.

1.18 The key drivers of the HDEN programme of works are to enable the borough wide reduction of both whole life costs and carbon emissions, while greatly improving air quality.

1.19 The OBC sets out the preferred way forward for the provision of heating for both Tottenham Hale and Wood Green and introduces a link to the ERF in Enfield, providing access to low carbon heat.

1.20 Each project undertaken by the HDEN Team will contribute to the realisation of benefits in some way. The target values will be derived from the outputs that each project generate that contribute towards the realisation of benefits. Progress will be measured through the selected metric for each benefit.

1.21 A critical requirement during the execution of the Benefits Realisation Strategy is to track the performance of each benefit through its defined measurement. The taking of measurements allows the HDEN Board to determine the extent to which benefits are being realised, and to also identify any issues that may be stopping them from happening. These measurements will be recorded in the benefits realisation tracker and all projects that share similar benefits will be consolidated and aggregated to avoid double counting. This is a key responsibility of the Benefits manager.

1.22 To be effective, measurements are taken before and after the transition (for example carbon emissions will be compared against a baseline prior to the connection of the ERF). In some cases, where agreed, “post measurements” may occur after the programme has closed. This recognises that some benefits may take a few years to fully realise. Where this happens, the responsibility for measurement will be handed from the delivery team to the relevant business area (operations or billing for example) , as part of its programme closure/handover activities.

1.23 The measurement approach to be used to measure benefits is clearly explained in the Benefit Profiles in which clarity around tools, systems, information sources (and responsibilities) are provided to perform the measurements.

1.24 In addition to doing “ongoing measurements” of each benefit, the Programme will perform formal reviews and assess benefits realisation across the projects within HDEN. These benefit reviews will include milestone-reviews, which will be conducted at the end of specified milestones. Where a gap between relevant milestones is expected to exceed 12 months in duration, a separate review will be required.

Next Steps

1.25 Upon completion of the OBC and in the leadup to the FBC the following steps need to be undertaken.

1.25.1 Define how benefits are identified, defined and prioritised.

1.25.2 Define the benefits realisation management process

1.25.3 Confirm the functions, roles and responsibilities of those involved and map this across HESCO officers

1.25.4 Define gateways and assessment periods

1.25.5 Define the baseline of information to enable benefit measurement and begin measuring metrics which are not currently monitored.

1.25.6 Define handover and embedding activities necessary to realise any benefits occurring after the programme has close.

1.25.7 Develop identified benefits, measurement metrics and baselines

1.25.8 Define the measurement methods that will be used to monitor the metrics evidencing the realisation of benefits.

Appendix D – Plant Strategies

With regards to the Energy Centre strategy, there are 2 main variables that are longlisted. These are;

- The option to supply both peak (the instantaneous maximum heat demand for a given year) and baseload (the more consistent level of heat demand) heat from the LZC plant, or just the baseload, with peak heat supplied by gas boilers.
- The option to have a single energy centre or multiple energy centres.

Peak or Base Load LZC

Heat demand varies significantly throughout the day and between seasons (see box 3 for a graph showing a typical weekly fluctuation in heat demand). In operation there are very few hours in the year when the maximum demand is ever reached.

LZC technologies such as CHP and heat pumps, discussed above, are significantly more expensive to install and maintain than traditional gas boilers. Installing sufficient LZC plant to meet the peak demand would therefore mean high capital outlay, with a large proportion of the plant sitting idle for long periods of time.

Furthermore, LZC plant (apart from an ERF connection) takes up to 3 or 4 times more footprint per unit of heat output (m^2 / kW) compared to a traditional gas boiler.

LZC plant can also be combined with thermal storage to efficiently store heat for long periods of time (several hours). This allows;

- LZC to operate at full output (which is typically more efficient) even when demand is low, as the surplus heat produced goes into storage rather than to the instantaneous demand.
- LZC to operate for prolonged periods of time, as it enables LZC plant to be able to operate even when the demand is below the minimum output.
- Additional short-term LZC capacity as the thermal store can be discharged in addition to LZC operation.

Thermal storage is proposed to be installed centrally alongside the other plant items but additional local storage within buildings can be located where space permits to maximise the use of LZC generated heat.

Gas fired boilers can alternatively be used to meet the networks peak demands for heat. The benefits of this design approach are:

- Boilers are significantly cheaper than LZC, both in capital and operational terms, as well as securing all energy needs from the gas grid, ensuring they are relatively resilient. Whilst they impact the carbon savings offered by the heat supply, they provide a cost effective and efficient way of meeting the peak demands for heat.
- Boilers can also be installed in a modular fashion, i.e. in small increments allowing their capacity to meet the demands of the network at the time. This is unlike LZC technology which due to space requirement and expense tends to be installed in larger blocks of capacity.

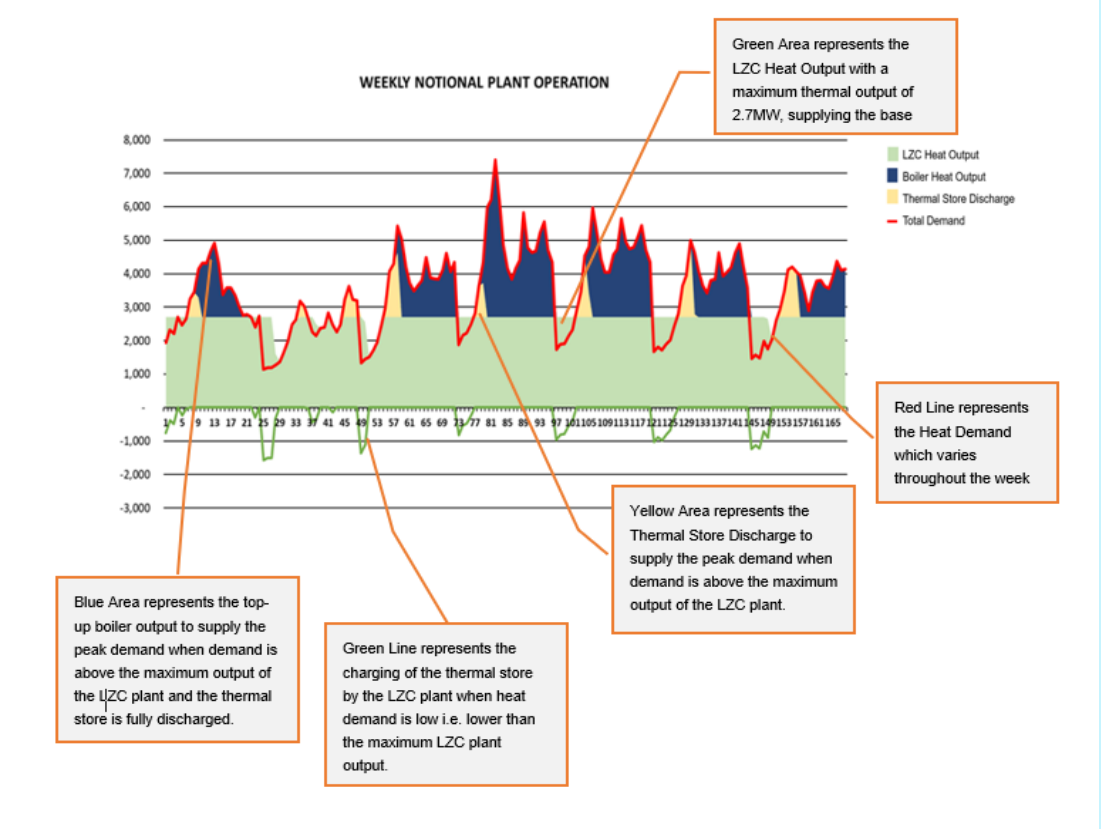
Given the above, the clear strategy from the outset for all LZC technology heat sources will be to balance the size the LZC and thermal storage plant to minimise capital cost whilst ensuring it meets the majority of the heat demand. The remaining peak heat capacity and resilience needs shall be met by gas fired boilers.

Box 4. Technical Background– Heat Demand Variability

Heat demand is highly variable in nature. The graphic below illustrates how a notional plant may operate with a combination of LZC plant, thermal storage and gas boilers.

The profile shown is a typical winter week, and it can be observed that the heat supply follows the demand with the thermal store providing heat in periods of peak demand and delaying the gas boiler activation.

In periods of low heat demand, the heat output from the LZC plant goes to charge the thermal store, when demand rises above the maximum heat output of the LZC technology, the thermal store is discharged. When the thermal store is fully discharged, and demand is still above the maximum output of the LZC the top-up gas boiler is activated.



Number of Energy Centres

Heat generation plant at the district scale (5MW+) is typically installed in dedicated energy centres. These may be standalone buildings or integrated as part of a wider development. There are two primary strategies for arranging these energy centres in a district heating network;

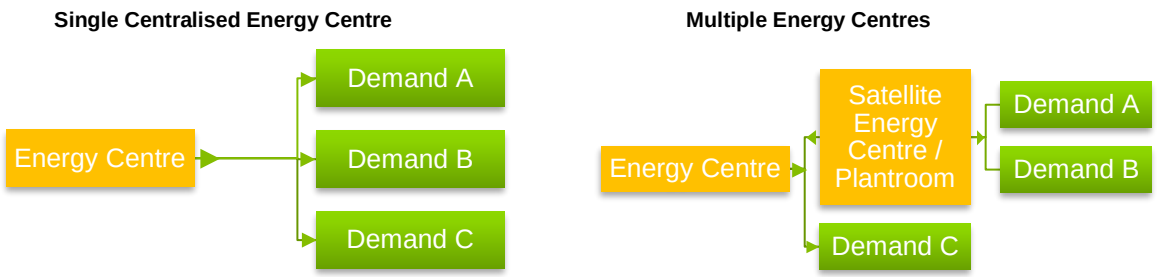


Figure 1: Strategies for arranging heat supply for the network

The table below summarises the relative benefits and disbenefits of the two primary strategies for arranging the heat supply.

Table 1: Single Centralised Energy Centre vs Multiple Energy Centres

Single Centralised energy Centre		**Multiple Energy Centres**	
Plant to serve the entire network at full build out and is located at a single central location.		Initial energy centre, and pipe to / from it, is sized to serve only a share of the expected full demand, and possibly also the baseload of future phases and demands. In future, satellite energy centres are constructed within or close to the new phase(s) to house plant to meet the additional peak and possibly additional low carbon demand.	
Pros	**Cons**	**Pros**	**Cons**
One single energy centre to construct and maintain, potentially attracting economies of scale. **Single Energy centre to gain planning approval on.** **Greater certainty for later phases as plant space already secured**	Additional upfront capital expenditure for the energy centre building which may not be used for several years (until the scheme is fully built out) A single large energy centre will require a greater footprint and therefore be significantly more difficult to locate with the associated planning costs and risks being higher. The main network spine (pipework) will be larger and more expensive as it needs to be sized to serve the entire scheme from a single point.	Reduced up front capital expenditure due to smaller energy centre building and smaller diameter network pipe than the centralised option. Having more ECs gives us the ability to tap into local low - grade heat sources near the satellite EC's (applicable only to options considering heat pumps as the primary LZC technology)	Number of locations to operate and maintain potentially increasing operational costs. More complex to control with multiple plant in different locations.

Wood Green Energy Centre Strategy

Table Error! No text of specified style in document.**-2: Summary of Plant Shortlisted Strategies**

Heat Supply	Description
LZC Source	• **CHP** would be located within the main energy centre and would be installed from the outset of the network. CHP units have a lifetime of around 15 years. Due to space restriction the main energy centre can only house a single CHP unit (capacity up to approx. 3MW). As a result, the energy centre layout design does not allow for a modular expansion of the CHP capacity in accordance with increased energy demands, thus the CHP would either need to be sized to provide the full build out demand from outset of the scheme or a smaller CHP unit could be installed at the start of the scheme and replaced with a large unit after 15 years. • **Heat Pump** would be located within the main energy centre and would be installed from the outset of the network. The Heat Pump unit has an expected lifetime of around 20 years. The energy centre has enough space to accommodate a single Heat Pump unit, if further heat pump capacity is required, this could potentially be installed in energy centre/plantrooms and on rooftops, local to the extended sites. • **EfW** plate heat exchangers would be located within the main energy centre and would be installed from the outset of the network. The plate heat exchanger units have generally a lifetime of 25 years. The energy centre has sufficient space to accommodate the required two plate heat exchangers.
Thermal Store	Thermal Stores are large vessels which store hot water – these maximise the output from the LZC heat source by storing energy when there is low demand. Generally, only the LZC plant is utilised to charge the thermal store. Thermal Stores are commonly located near the LZC plant; however, they can also be placed at other locations on the network. Thermal stores have a narrow aspect ratio, they are usually tall but slim in shape e.g. a 100m³ thermal store is roughly 15m high and 3.5m wide. Due to its large height, thermal stores are often placed outside the energy centre. Placing the thermal stores outside makes installation and maintenance easier, however this approach has more potential to cause visual impacts. For the Wood Green Scheme, it is proposed that 3 50m³ thermal stores are sited within the main Energy Centre – but with option to add local storages if required to maximise the proportion of LZC heat being supplied. The Proposed energy centre area within Clarendon Square provides sufficient height and width to house the stores.
Top-up/Back-up Gas Boilers	District heating schemes are commonly designed with additional generation which provides back-up in case of planned or unplanned maintenance work. In addition, as the LZC heat technologies are sized to supply the base load, the back-up plant also serves as a top-up system in periods of peak demand Natural gas boilers are normally selected as the back-up/top-up plant, this is due to many factors including among others: technology maturity, low cost, low risk, no requirement for fuel storage, ability to modulate to the heat demand and rapid response. Generally, the top-up/back-up plant is installed within the main energy centre near the other plant components, if space is available. However, in some cases the back-up plant is located remotely in so called satellite energy centres e.g. within one or multiple consumers' building plant (please refer to the following section for more information on satellite energy centres). The strategy for the operation remains the same with the LZC plant providing the baseload and the back-up plant supplying the network for any shortfall at the peak period. For the Wood Green Scheme, it is proposed that the back-up plant is located within the main Energy Centre at Clarendon Square, which provides sufficient space to accommodate up to 20 MW of back-up plant, as the network grows and more loads are connected, additional back-up boilers may be required to supplement the main energy centre plant. This can be accommodated within satellite energy centres towards the NE of the site – as required.

Tottenham Hale Energy Centre Strategy

Table Error! No text of specified style in document.**-3: Summary of Plant Shortlisted Strategies**

Heat Supply	Description
LZC Source	• **CHP** would be located either within the main energy centre or outside adjacent to it. If located outdoor, the CHP would be accommodated within a container sited on a dedicated compound. The CHP would be installed from the outset of the network. Due to space restriction, the main energy centre and area around it (if CHP is to be sited outdoor) can only house a single CHP unit (capacity up to approx. 1.7MW). As a result, the energy centre layout design does not allow for a modular expansion of the CHP capacity in accordance with increased energy demands, thus the CHP would either need to be sized to provide the full build out demand from outset of the scheme or a smaller CHP unit could be installed at the start of the scheme and replaced with a large unit after 15 years. • **Heat Pump** would be located either within the main energy centre or outside adjacent to it. If located outdoor, the Heat Pump would be accommodated within a container sited on a dedicated compound. If further heat pump capacity is required, this could potentially be installed in energy centre/plantrooms and on rooftops, local to the extended sites. The Heat pumps are proposed to be installed in a phased manner from the outset of the network. First phase of installation (circa 1,500 kWth), is to serve the core scheme during its build out, 2023 – 2029. A further 2,500kWth to be installed as the scheme builds out, extending into 2030 and onwards. • **EfW** plate heat exchangers would be located within the main energy centre and would be installed from the outset of the network. The plate heat exchanger units have generally a lifetime of 25 years. The energy centre has sufficient space to accommodate the required two plate heat exchangers.
Thermal Store	Thermal Stores are large vessels which store hot water – these maximise the output from the LZC heat source by storing energy when there is low demand. Generally, only the LZC plant is utilised to charge the thermal store. Thermal Stores are commonly located near the LZC plant; however, they can also be placed at other locations on the network. Thermal stores have a narrow aspect ratio, they are usually tall but slim in shape e.g. a 100m³ thermal store is roughly 15m high and 3.5m wide. Due to its large height, thermal stores are often placed outside the energy centre. Placing the thermal stores outside makes installation and maintenance easier, however this approach has more potential to cause visual impacts. For the Tottenham Hales Scheme, it is proposed that 3 x 75m³ thermal stores are sited adjacent to the main Energy Centre – but with option to add local storages if required to maximise the proportion of LZC heat being supplied: • Hale Village; has currently 100m³ of thermal store capacity • Broadwater Farm; has currently 15m³ of thermal store capacity • Retail Park; it is anticipated that approx. 200m³ of thermal store capacity could be installed within the Retail Park Plant room. The proposed area adjacent to the main energy centre provides sufficient height and width to house the stores.
Top-up/Back-up Gas Boilers	District heating schemes are commonly designed with additional generation which provides back-up in case of planned or unplanned maintenance work. In addition, as the LZC heat technologies are sized to supply the base load, the back-up plant also serves as a top-up system in periods of peak demand Natural gas boilers are normally selected as the back-up/top-up plant, this is due to many factors including among others: technology maturity, low cost, low risk, no requirement for fuel storage, ability to modulate to the heat demand and rapid response. Generally, the top-up/back-up plant is installed within the main energy centre near the other plant components, if space is available. However, in some cases the back-up plant is located remotely in so called satellite energy centres e.g. within one or multiple consumers' building plant (please refer to the following section for more information on satellite energy

	centres). The strategy for the operation remains the same with the LZC plant providing the baseload and the back-up plant supplying the network for any shortfall at the peak period. For the Tottenham Hale Scheme, it is proposed that the back-up plant is located within the main Energy Centre, which provides sufficient space to accommodate up to 14 MW of back-up plant, as the network grows and more loads are connected, additional back-up boilers may be required to supplement the main energy centre plant, this can be accommodated within satellite energy centres: • Hale Village; has currently 9MW of boiler capacity installed. • Tottenham Green; has currently 4MW of boiler capacity installed. • Broadwater Farm; has currently 5MW of boiler capacity installed. • Retail Park; it is anticipated that approx. 9MW of boiler capacity could be installed within the Retail Park Plant room.

Appendix P - Optimism Bias

1.1. The programme of works has been developed by a full complement of technical, commercial and financial advisors. In addition to this, experienced staff within the Council and an independent 'critical friend' have been heavily involved in developing the scheme. The below highlights the team approach to the Project with regards to optimism bias.

1.2. It should also be noted that the programme has been developed over time and has been subject to many stages of development. A significant amount of work has been carried out to identify the project parameters and identify the key issues and risks.

1.3. Based on the below, we consider that there is sufficient confidence in how the scheme has been developed and that a suitable level of due diligence has been carried out. There is a proportional contingency and risk allowance built into the programme, through which Optimism Bias has been addressed.

Capex

- Capex costs have been developed by AECOM based on designs undertaken. AECOM's Quantity Surveyor team have priced the associated required work based on their experience and available market data
- This data has been crossed checked against the high-level capex plan generated by WEC (Critical friend to the Council). These figures are also based on the latest market data
- All capex costs have been reviewed by the wider team, with a capex reconciliation carried out
- Reconciliation between the two plans showed minor divergence, however these issues were all mitigated, and the capex plan was updated accordingly.
- The team have generated a full risk register, with pre and post mitigation scoring, and have assigned risk allowances. These risk allowances have been costed into the capex plan
- A further contingency of 10% has been added against all Capex items
- A 10% network routing length provision has also been added on to the Capex assumptions
- In addition to this (+10%/-10%) Capex sensitivity has been undertaken within this financial case to understand the robustness of the Project to variance in Capex assumptions

Opex

- Cost assumptions have been developed based on typical tender returns seen in the marketplace
- In addition, (+10%/-10%) Opex sensitivities have been undertaken within this financial case to understand the robustness of the Project to variance in Opex assumptions

Revenues

- Prices have been developed in accordance with the pricing strategy document found in the commercial case
- Wherever possible, the team have used build-out schedules provided by developers to feed into the performance of the scheme

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- The scheme only includes sites in which LBH have a sufficient level of confidence. Therefore, there is a potential unrealised upside if these new developments can be connected to the network
- In addition, (+10%/-10%) variable heat revenues sensitivities have been undertaken within this financial case to understand the robustness of the Project to variance in variable heat revenues assumptions

Project Delays

- In life, capex will be spent to match building heat on dates, to align capital spend with development connections, thereby align capital expenditure with imminent revenue streams.
- In the majority of cases the developers will have their own back up heat generation, therefore mitigating against programmed connection delays

Appendix R – LZC Technology

A brief description of the identified main technologies is provided with a summary of the key pros and cons, particularly in the context of the site.

Table 1: Primary LZC Technology List

Technology	Description	Pros	Cons
Combined Heat and Power			
Gas CHP (Combined Heat and Power)	CHP or cogeneration refers to the simultaneous generation of heat and electricity from the same process. At commercial and residential scale, it is typically a gas fired combustion engine driving an electrical generator Because CHP is a form of decentralised energy system that uses the heat produced during the generation of electricity process, they can reach an overall generational efficiency in excess of 70% at the point of use. In contrast, the efficiency of a conventional coal-fired or gas-fired power station, which rejects this heat, is typically around 50%.	A mature and economically effective technology Revenue from sale of both Electricity & Heat When displacing marginal gas fired plant generates lower carbon electricity. Ability to set up private wire networks to commercial customers	Economic viability is heavily dependent on the revenue stream from the sale of generated electricity. Requirement for flue systems at the energy centre to exhaust combustion gases. Gas-fired CHP systems typically have higher NOx emissions than individual gas boilers and post combustion treatments (e.g. catalytic and non-catalytic abatement technologies) can be used (and will probably be required by planning) to ensure air quality is not significantly affected. Carbon savings will reduce over time as the grid decarbonises.
Heat Pumps			

Ground or Water Open Loop – Heat Pumps	Heat Pumps Operating on an Open Loop Principle draw water from either a large waterbody or below ground aquifer and pass the water across a heat exchanger before discharging the water. Efficiency is determined by the fluid temperature but can be in the region of a 2 to 3.5 CoP (Coefficient of Performance[1]).	Higher average coefficient of performance (COP) in relation to ASHP or Closed-Loop heat pumps. Able to generate both Heating and Cooling (but cooling less relevant to Wood Green). Coupled with large thermal storage able to generate heat at very low carbon emissions by running only during periods of high renewable input into the grid. Zero Emissions at point of heat generation	Requires an abstraction and reinjection license from the EA, in addition there are risks around coordination with Thames Water, as they are abstracting drinking water in the locality. This may impose restrictions on the temperature differential and maximum abstraction, limiting HP output. Potential for significant capital outlay to tap into low grade heat source. Economically challenging due to price difference between gas and electricity and end of RHI subsidies in 2021. While the New River runs on the west side of the Masterplan area, and there is a water treatment works on the west side of the railway, these are not identified as potential heat sources on the National Heat Map.
Ground or Water Closed Loop – Heat Pumps	A closed loop system extracts heat through the use of a secondary medium (called refrigerant. The refrigerant (e.g. glycol mix) is circulated around either a borehole array or a coil connected to the evaporator side of the heat pump. This can be laid in the ground or in water body.	Does not require licensing or permitting for extraction from water bodies. Similar benefits to an open loop heat pump, however the efficiencies tend to be slightly lower.	Significant space is required to capture low grade heat using a horizontal collector array. Due to limited space, vertical boreholes can be drilled instead; Barratt Gardens also known as Wood Green Common is located about 350 meters from the Clarendon Sq. Energy Centre and has an area available of approx. 1 hectare. The area is managed by the LBH. It is estimated that potentially 0.5-2 MW of heat could be extracted from this area by approx. 75 to 300 x 150m deep vertical boreholes. This dependent on the ground conditions and the extent of the gardens that could be bored into.

[1] Coefficient of Performance of a Heat Pump is a ratio of useful heating provided by the heat pump to work required i.e. the electricity consumed by the heat pump.

Air Source Heat Pumps (ASHP)	Air Source Heat Pumps (ASHPs) extract heat from the ambient air (or waste air), even when temperatures are as low as -5°C.	High CO2 reduction potential, as electricity grid decarbonises. Non-requirement for flue systems to exhaust combustion gases. Opportunities to utilise warmer air such as from TFL tube shafts (which can provide cooling to the tube).	Not always effective at providing heat during periods of exceptional cold weather (<0°C). Air is a diffuse source and so is less suitable for a centralised heating plant for DH. In order to absorb enough energy from the air the collector coil will need to be very large. Can create localised cooling spots if deployed in great capacity. Less efficient than GSHPs if using ambient air If using warm air (e.g. from tube), has higher performance but commercial arrangements and capital costs increase significantly. LU recently completed an opportunity assessment across all of the tube shafts in London and did not consider any in Wood Green to be viable in the short-term
Energy from Waste			
Waste Heat EfW (Energy from Waste)	Energy from Waste (EfW) is the process of generating energy from the primary treatment of household and municipal waste. Where there is residual waste (i.e. remaining waste that cannot be economically or practically reused or recycled),	High carbon savings potential. No requirement for any flue systems at energy centre (takes heat from existing process). Maintenance of the generation sits with the EfW operator	Requires a significant length of pipe to connect (Edmonton is 5km –from WG, 3km – from Tottenham Hale – Straight line distances) Needs a significant critical mass of connecting loads (and/or significant grant funding) before it becomes economically viable (significant critical mass may be available in near future in Haringey when coupled with grant funding to allow this but introduces dependencies).

Box 2. Technical Background– LZC Plant

The table outlines the at high level the key characteristics of each of the three main LZC options.

Technology	Description	Spatial Impact	CO_2 Savings (short Term)	CO_2 Savings (Long Term)	Air Quality Impact	Economic	Risk
CHP	CHP or cogeneration refers to the simultaneous generation of heat and electricity from a single process. CHP engines typically burn gas and as such require a gas supply and flue (exhaust). Electricity is either sold to the grid or local customers - typically commercial, via a private wire network.	Requires an acoustic enclosure, ventilation and flueing plant which can take significant space per kW of thermal output.	Whilst the electricity grid is decarbonising CHP is able to displace CCGT plant.	Once the electricity grid decarbonises past a certain point, the CHP has less opportunity to displace 'dirtier' technologies and offers no carbon saving.	CHP burns significant volumes of gas onsite, resulting in associated negative air quality impacts.	High capital and operational costs. Additional revenue stream from electrical sales, although without a private wire system this profitability of this is limited.	Due to the decarbonisation of the grid and proposed changes is building regulations, the use of CHP and the ability to remain attractive to new customers
Energy Recovery Facility	Energy from Waste (EfW) is the process of generating energy from the primary treatment of household and municipal waste. Waste is incinerated and the heat used to drive steam turbines. A small proportion of steam may be tapped off at the turbine at a lower temperature, to obtain heat to distribute around the heat network.	Least spatial requirement needed, as heat generation is offsite.	Low carbon factor due to carbon impact only due to electricity output reduced by steam turbine.	Low carbon factor due to carbon impact only due to electricity output reduced by steam turbine.	From a local (to the heat network) perspective there is no air quality impact from EfW	Given the cost of heat remains low (1-2p/kWh, + standing charges), significant margin can be made on the sale of heat.	Significant commercial and technical dependencies on a 3rd party supplying heat.
Heat Pumps	A heat pump uses the principles of the refrigeration cycle in reverse to raise the temperature of low-grade heat source to a useful temperature. Heat Pumps are powered predominately on electricity and have efficiencies or CoP (coefficients of performance) in the region of 250%-350% depending on the temperatures in and out of the unit.	Requires additional external space in addition to external to capture low grade heat	Whilst the electricity grid is decarbonising there are periods Heat Pumps will operate during periods of predominantly 'fossil fuel-based generation	As the electricity grid continues to decarbonise, heat pumps will run off a increasingly large proportion of renewable energy.	Heat pumps use electricity which has no air quality impact at the point of use.	Due to the spark gap (cost difference between electricity and gas). Heat pump is costly to run.	Depending on the low-grade heat source there are risks around licensing and approvals for abstracting the low-grade heat from ground water or waste heat flow.

Box 3. Technical Background - Private Wire and CHP Carbon Savings

Private Wire

Private wire networks - also known as behind the meter generation - result in the avoidance of several costs associated with using the public distribution and transmission grid as electricity is generated locally and sold directly via the private wire. The avoided costs therefore include those related to low-carbon subsidy programmes. While this is economically advantageous for the private wire customers, particularly because these costs are forecasted to increase over time, this can potentially result in an unintended negative consequence for the public, which would need to compensate for any potential loss in income dedicated to the low-carbon subsidy programme. As well as transferring the cost for decarbonisation of the grid to the public, the private wire system also financially incentivises the operator to run the CHP system even when the supply from the grid is 'green' (i.e. electricity is generated by mostly renewable sources) to maximise the revenues of the scheme through electricity sales.

CHP Carbon Savings

The environmental benefits of gas-CHP arise when the carbon intensity of grid electricity is higher than that generated from the CHP itself. However as more and more renewables are deployed and the grid decarbonises further, the periods in which this benefit occurs is reduced.

This erodes CHP's long-term carbon saving potential and conflicts with a long term zero-carbon strategy. However, in the short term - whilst there is still marginal gas fired plant (CCGT) supplying baseload electricity to the grid there is still a carbon benefit to deploying CHP

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Report for: Cabinet 8 December 2021

Item number: To be added by the Committee Section

Title: **Blue Badge (Disabled Parking) Enforcement Policy.**

Report authorised by: Director of Environment and Neighbourhoods, Stephen McDonnell.

Lead Officer: **Ann Cunningham,** Head of Highways and Parking
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Tim Gunn, Parking Compliance Manager
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Ward(s) affected: All

Report for Key/ Non-Key Decision: Key Decision

1. Describe the issue under consideration

1.1 The National Disabled Blue Badge Scheme was introduced to improve access for disabled motorists, especially those with very limited mobility. It allows a wide range of parking concessions to help those who qualify under the scheme to park close to local services and facilities. This makes a considerable contribution to the independence and social inclusion of those individuals.

1.2 The demand for Blue Badges has increased significantly. 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, reducing access for legitimate badge holders. It impacts upon local traffic management and has significant cost implications for local authorities.

1.3 This report sets out a proposed Blue Badge (Disabled Parking) Enforcement Policy attached as Appendix 1.

2. Cabinet Member Introduction

2.1 I am pleased to introduce this report. As set out in the report, the Disabled Blue Badge Scheme is designed to support some of our most vulnerable residents. The rise in the theft and fraudulent use of those badges undermines the scheme benefits to those individuals. It causes additional stress and anxiety as they deal with the consequences, whether that be theft of their badge or their inability to access their parking space due to those without entitlement using it. This policy sets out the steps that the Council will take to deal with any misuse of the Scheme.

3. Recommendations

3.1 It is recommended that Cabinet adopts the Blue Badge (Disabled Parking) Enforcement Policy, attached as Appendix 1 to the report.

4 Reasons for decision

4.1 The Department for Transport (DfT) is responsible for the legislation that sets out the framework for the National Blue Badge (Disabled Parking) Scheme including, amongst other things, the eligibility criteria, maximum fee, design of the badge and the manner in which it should be displayed. The DfT also issues non-statutory guidance in order to share good practice.

4.2 Local authorities are responsible for managing local delivery of the scheme. This involves the day-to-day administration of policies and procedures, supporting the assessment process, local provisions, and enforcement of the scheme.

4.3 The benefits of undertaking enforcement action against the fraudulent use of Blue Badges are varied and far-reaching. They include:

- More space for those legitimately accessing the scheme: kerb space is limited, so parking spaces must be made available for those with severe disabilities to support them in accessing local facilities, maintaining independence and being active members of their communities.
- Better management of the kerbside: as people are discouraged from using prime locations as long-stay parking, this means a greater turnover of visitors to high streets.
- Improved traffic management and better air quality: for many, fraudulent use of the Blue Badge makes driving and parking a car affordable. By taking this advantage away, they may be forced to switch to public transport and active travel, reducing the number of vehicles on the road.

4.4 A formal policy will provide clarity for residents and officers regarding action the Council will take in dealing with abuse of the Blue Badge (Disabled Parking) Scheme.

5 Alternative options considered

5.1 Do nothing. The Council has undertaken ad-hoc enforcement of abuse of the Blue Badge (Disabled Parking) Scheme for several years. This informal arrangement has helped develop knowledge and understanding of the practicalities of enforcing relevant legislation. It has also helped build relationships with key partners and shape the proposed policy. A failure to adopt a formal policy will leave residents uninformed of the actions the Council will take to prevent and deal with abuse of the Scheme. It would also likely result in no prosecutions and no strong deterrent(s) to continued misuse.

6 Background information

6.1 The Blue Badge parking scheme is a key lifeline that means millions of disabled people can park their vehicle close to their destination, either as a passenger or a driver. Despite the fact the scheme is designed for some of the most vulnerable people in society, the theft and fraudulent use of Blue Badges has risen dramatically in recent years. Misuse can take several forms ranging from misuse of the badge by family members, to criminals and gangs stealing badges to sell on the dark web, in places like markets and pubs or to use themselves to obtain and benefit from free parking.

6.2 The DfT leaflet "The Blue Badge Scheme: Rights and Responsibilities" is provided to successful applicants when they receive a Blue Badge to inform them of how to use the badge correctly. The badge remains the property of the issuing local authority throughout and there are powers to withdraw the badge in specific circumstances.

6.3 The majority of badge holders comply with the conditions of use and access concessions legitimately and this new policy will protect their interests. The robust administration and enforcement of the Scheme will minimise the opportunity for abuse of the Scheme.

6.4 The new Blue Badge (Disabled Parking) Enforcement Policy (Appendix 1) sets out the steps the Council will take to deal with any misuse.

7. Consultation

7.1 The new policy has been developed after consultation with the Physical Disabilities Reference Group, with support provided by the Internal Audit Service.

8. Communications

8.1 The new Policy will be published on the Council's website. A communications plan has been developed to raise awareness of the disabled parking offer. This also raises awareness of the impact of fraud and abuse of the Scheme.

9 Contribution to strategic outcomes

9.1 This new policy supports three Themes within the Borough Plan 2019-2023 – People, Place and Economy.

- **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.
- **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.
- **Economy Theme:** A growing economy, which provides opportunities for all our residents and supports our businesses to thrive.

9.2 By being proactive in preventing misuse of the Blue Badge scheme and taking enforcement action where necessary, disabled people are supported in

accessing local facilities, maintaining independence and being active members of their communities.

10 Statutory Officers' comments

10.1 Finance Comments

10.1.1 This report seeks Cabinet approval to agree the Blue Badge Enforcement Policy detailed in Appendix 1 attached.

10.1.2 The cost of adopting this policy is contained within the existing service budgetary resources. The costs of publishing the required notices are in the region of £200-£300 and can be contained within the existing resources.

10.1.3 The operating costs of this service are already included within the service establishment.

10.2 Procurement comments

Not applicable.

10.3 Legal comments

10.3.1 The Head of Legal and Governance has been consulted in the preparation of this report and comments as follows.

10.3.2 The Blue Badge (Disabled Parking) Enforcement Policy is a non-statutory document that sets out the Council's policy regarding the unauthorised use of Blue Badges in its Borough.

10.3.3 The Department for Transport has issued non-statutory guidance to local authorities, in order to share good practice regarding the Blue Badge scheme. The non-statutory guidance draws from the statutory code of practice for the exercise of regulatory functions issued under section 22 of the Legislative and Regulatory Reform Act 2006. Council officers have had regard to the Guidance, together with the London Councils good practice guide on tackling Blue Badge fraud and have incorporated the guidance, code of practice and good practice guide within the Policy.

10.3.4 The exercise of powers contained in the Chronically Sick and Disabled Persons Act 1970 (the "1970 Act") are executive functions.

10.3.5 The making of policy for enforcing against the unauthorised use of Blue Badges in the Borough will facilitate the discharge of the Council's functions under the 1970 Act and so is authorised under section 111 of the Local Government Act 1972.

10.3.6 The making of policy to facilitate the discharge of the Council's functions under the 1970 Act is an executive decision to be taken by the Cabinet in accordance with the Council's Constitution.

10.3.7 There is no legal reason why the Cabinet should not adopt the recommendation in this report.

10.4 **Equality**

10.4.1 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.

10.4.2 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.

10.4.3 This new policy will advance equality of opportunity between people who share a protected characteristic, and those who do not. It will help to ensure that disabled people are able to access local facilities, maintain independence and be active members of their communities. It ensures that disabled parking bays are prioritised for their genuine use, allowing them to keep and use a vehicle, giving them the freedom required to travel and access work, and all other amenities that could not be accessed without this provision.

11. **Use of Appendices**

11.1 Appendix 1 - **Blue Badge (Disabled Parking) Enforcement Policy**

12 Local Government (Access to Information) Act 1985

- Blue Badge Scheme Local Authority Guidance (England)
- Regulator’s Code

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Blue Badge (Disabled Parking) Enforcement Policy

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1. Overview

The Blue Badge (disabled parking) scheme provides a national arrangement of parking concessions for those people who have a permanent or substantial disability. The Department of Transport has issued Blue Badge scheme local authority guidance[1] on administering and enforcing the scheme. The Council, and its partners, are responsible for the administration and enforcement of the scheme. Not everyone who applies automatically qualifies for a Blue Badge and those who do not automatically qualify may need to be professionally assessed. This may seem a little onerous on applicants, but the application process must be fair and robust to ensure its overall integrity.

The misuse of the Blue Badge scheme undermines the benefits of the scheme, impacts upon local traffic management and creates hostility amongst other Blue Badge holders and members of the public. It can result in a genuinely disabled person being unable to access designated parking spaces.

In consultation with the Council's stakeholders[2], this Blue Badge Enforcement and Prosecution Policy (the 'Policy') has been developed and shows the Council is committed to making life easier for its disabled residents (e.g. by ensuring disabled bays are always accessible for those who need them). Additionally, to set out the measures available to the Council to prevent, detect and deal with Blue Badge misuse.

1.1 Legislation

The following legislation is relevant to enforcement against Blue Badge misuse:

- Traffic Management Act 2004
- Chronically Sick and Disabled Persons Act 1970 s21(4b)
- Road Traffic Regulation Act 1984 s115 – s117 (for misused badges)
- Fraud Act 2006 (ss1, 2, 6 and 11, and s3 of the Forgery and Counterfeiting Act 1981, for counterfeit badges)
- Theft Act 2006 (ss1 and 22, for stolen badges)
- The Disabled Persons (Badges for Motor Vehicles) Regulations 2000
- The Disabled Persons Parking Badges Act 2013 (as amended)
- Police and Criminal Evidence Act 1984
- Criminal Procedures and Investigation Act 1996

It is an offence under section 117 of the Road Traffic Regulation Act 1984 for a Blue Badge to be misused by a non-disabled person, with a maximum fine on conviction of £1,000. Local authorities have the power to withdraw the badge if the holder constantly misuses it or allows it to be misused by others. Section 94 of the Traffic Management Act 2004 further tightened the legislation by giving uniformed enforcement officers the power to inspect Blue Badges.

[1] https://www.gov.uk/government/publications/the-blue-badge-scheme-local-authority-guidance-england (Updated 30 August 2019)

[2] Physical Disabilities Reference Group, Wheelchair Users Group, Carers Reference Group

2. Prevention

A robust application process is operated to minimise the number of false applications being successful. This includes multiple automated system checks throughout the application process.

As well as utilising available legislation, the Council actively participates in the National Fraud Initiative (NFI). Most database matches involve badge holders who have moved out of the borough and where the badges have already expired, or the badge holder is deceased. At present, the badges in question are not recovered by the parking service, but the return or destruction of badges is encouraged where appropriate, in order to remove them from circulation and reduce the risk of them being used fraudulently.

Every successful applicant for a Blue Badge will be issued with the Department for Transport's *The Blue Badge scheme: rights and responsibilities*[3] in England. This provides the badge holder with the information they need to ensure the badge is used appropriately

Each successful applicant will also be required to sign a declaration confirming that they will not allow someone else to use a badge that has been issued to them.

It is recognised that having a Blue Badge stolen causes a significant amount of upset, distress and inconvenience. Furthermore, the cost of repairs (i.e. to cars that are broken into to access Blue Badges) can run into hundreds of pounds. The following comments are typical of the experience people have, having had their Blue Badge stolen and one of the reasons why this policy has been developed:

"My blue badge was stolen from my car (on the disabled bay in front of my house); the car window was smashed in the process. The realisation that my blue badge had been stolen was a shock to the system and made me feel angry, vulnerable and scared. The stress continued weeks after the event due to the hassle of getting a replacement badge as well as a new windscreen for the car with a hefty cost. Simply put it was a nightmare which I do not wish on others to experience."

The following measures will continue to be taken by the Council to prevent this happening to others:

- actively promote the purchase and use of "anti-theft" devices (Blue Badge protectors) via the Council's social media channels and newsletters.
- continue to offer and improve upon the free resident Blue Badge permit scheme to reduce the number of times a Haringey Blue Badge holder has to display their actual Blue Badge thus reducing the opportunity for theft.
- publicise enforcement operations and outcomes via regular reports and social media.

[3] https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england (Updated 9 July 2020)

3. Types of misuse

It is known that the vast majority of Blue Badge holders use their badges responsibly. However, there are individuals who misuse the scheme. This misuse can take a number of forms:

Misuse by the badge holder:

- parking in the wrong place or parking for too long where there is a time limit.[4]
- use of a badge that is no longer valid.
- use of a badge that has been reported as lost or stolen.
- letting a friend or relative use the badge.
- use of a copied badge.
- altering the details on the badge, for example, the expiry date.
- making a fraudulent application (for example, providing false information on the application form) or using a badge obtained fraudulently.

Misuse by a third party:

- using someone else's badge (with or without the badge holder's knowledge) without the badge holder being present in the vehicle at some point during the trip.
- using a badge belonging to someone who has died.
- copying, altering or faking badges.
- using a stolen badge.
- using a fake badge.

These lists are not exhaustive.

It's a criminal offence to misuse a Blue Badge. If someone is found to be in contravention of the Blue Badge scheme, this Policy seeks to ensure that:

- the message is clear that misuse of the scheme will not be tolerated.
- support is provided to Blue Badge holders to help them to understand their responsibilities as badge holders and reduce misuse.
- the Blue Badge scheme is enforced in a fair and consistent manner.
- appropriate and proportionate action is taken to stop any misuse.
- criminal proceedings are undertaken in line with the approach to prosecution set out in this Policy[5] when necessary.

In cases where the misuse is by someone other than the badge holder, the Council will contact the badge holder to remind them of their responsibility to ensure the badge is not misused and that allowing another person to misuse the badge is a criminal offence. If the misuse continues, the badge holder will be notified that further misuse may lead to a refusal to renew the Blue Badge and that the Council may consider criminal proceedings if the misuse continues.

[4] Blue Badge holders are permitted to park for up to 3 hours on single and double yellow lines

[5] Section 6 details the approach to prosecution

The Council may receive information on potential Blue Badge misuse from the public, its employees and other third parties. It will consider all allegations made and determine the appropriate action to be taken. Actions may range from reminding the badge holder of their responsibilities to criminal investigation, dependent on the individual circumstances of the allegation.

4. Detection

As part of the Council's new parking IT solution[6], its Civil Enforcement Officers (CEOs) inspect vehicles that are using a Blue Badge parked on the public highway and in car parks. As part of their routine daily duties, the CEOs input the Blue Badge number into their handheld computers which initiates an automatic check against the UK-wide DfT national database. Where there is a "hit" against the database, an automated alert (including GPS location of the offending vehicle) is sent to designated Council officers, in order to assess the situation and determine what action needs to be taken. This may result in the issue of a penalty charge notice (PCN) and removal of the vehicle. Any PCN issued will be treated separately to the offences related to the misuse of a disabled persons badge; the charge can be paid or challenged using the appropriate methods outlined on the notice itself.

Since 2007, Blue Badges have included an anti-fraud hologram, additional wording identifying the front of the badge, and (on the individual badge) a gender-specific serial number on both sides of the badge. Since 2011, they have also included sophisticated anti-fraud technologies and specialist security printing techniques to prevent the badge being copied, faked or altered.

4.1 Special Operations (including Event Days)

As well as its CEOs carrying out daily checks, the Council will endeavour[7] to use its CEOs and authorised officers[8] to carry out weekly operations, particularly around the Tottenham Hotspur Stadium when events are taking place and other known "hotspots".

Where intelligence suggests particular areas of Blue Badge misuse, undertaking operations to target these areas will be considered. On approaching a member of the public, officers will produce a photographic identification card. Body-worn video cameras will be worn to record the event from first identifying the driver through to concluding the inspection. Officers will clearly advise when recording is taking place and adhere to its policy[9] regarding the use of body-worn video cameras.

[6] Taranto by TSL which was implemented on 6 April 2021

[7] For health and safety reasons, these are generally subject to police officers being available to support special operations

[8] Authorised by the relevant Council Director and under section 21 of the Chronically Sick and Disabled Persons Act 1970

[9] 1st published May 2017 and available from Haringey Enforcement Team

An enforcement officer may require any person that is in a vehicle or appears to have been in or about to get into a vehicle displaying a Blue Badge to produce the badge for inspection. Failure to do so is a criminal offence.

The enforcement officer will establish, at the roadside, whether the badge is valid and that the badge holder is using the badge for the journey to or from the location where the vehicle is parked. They will do this by questioning the person(s) with the vehicle, making background enquires with Parking Services' operational control office and making notes of conversations and details. Officers may make further enquiries using the information provided by the enforcement officer by accessing the DfT Blue Badge database. Using this system, they may access personal details of the badge holder including name, address, and date of birth. They may also be able to establish a telephone number, where the badge holder may be telephoned to establish their whereabouts if not present with the vehicle.

Where a CEO or authorised officer has established reasonable grounds that a Blue Badge is invalid or being misused, it may be retained by that officer.

In circumstances where the badge has been retained by a CEO or authorised officer because reasonable grounds were established to consider that it was being misused, it will be returned to the issuing authority.

Where valid Haringey Blue Badges have been seized in circumstances outlined in this procedure (due to misuse), badge holders will need to contact the Haringey Concessionary Travel Team in order to arrange collection of the badge. It is not the intention of this procedure to hinder or impede the rights of genuine Blue Badge holders to have access to their badge.

In circumstances where the badge has been retained by an authorised officer because the badge is invalid (as described in section 3), Haringey Council will destroy the badge.

5. Investigation

A timely investigation of all instances of misuse will be carried out. If the misuse could also constitute other criminal offences (other than road traffic offences), the appropriate action will be taken to stop the misuse and investigate the offence. The issue of a Penalty Charge Notice for contraventions of road traffic regulations does not prevent the Council from also pursuing criminal offences. Such investigations are not limited to the badge holder, but also include third parties misusing the badge.

Criminal investigations will be conducted by professionally trained officers from either the Parking Services Compliance Team and/or the Audit and Risk Management Team, in accordance with the Criminal Procedures and Investigations Act 1996, Police and Criminal Evidence Act 1984 and any other legislation that may be appropriate to a particular investigation.

Any personal data that is held by the Council will be used for the prevention and detection of crime where it is appropriate and lawful to do so.

6. Prosecution

When considering the suitability of a case for prosecution, two tests will be applied: the evidential test; and the public interest test.

6.1 Evidential Test

This test considers whether:

- The evidence is reliable, credible and can be used in court; and
- There is no other material that might affect the sufficiency of the evidence.
- There is sufficient evidence to provide a realistic prospect of conviction Where this test is satisfied, the public interest test will be considered.

6.1.1 Public Interest Test

Public interest factors will be considered to determine whether to prosecute an offender or consider whether an alternative course of action may be more suitable.

6.2 Circumstances where it may be deemed to be in the public interest *to* prosecute

The following is not an exhaustive list, and each case will be judged on its own circumstances:

- The fraud or misuse was calculated and proven to be deliberate, e.g. it demonstrates a level of effort, planning and premeditation from the outset (such as a forged Blue Badge).
- The fraud or misuse has continued over a long period of time.
- The person has previously committed other similar fraud offences.
- There has been a breach of trust.
- The case involved collusion or conspiracy.
- The person was the ringleader or has organised or initiated the Blue Badge fraud.
- Where the offence is considered widespread within the local community/area.
- There is a genuine reason to believe the person will continue to offend in the future.
- The person has declined the offer of a formal caution.
- A formal caution has previously been imposed on the person for an earlier offence.
- Where the person fails to attend an interview under caution we may prosecute.

6.3 Circumstances where it may be deemed *not* to be in the public interest to prosecute

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The following is not an exhaustive list, and each case will be judged on its own circumstances:

- The offence ended voluntarily,
- The age or physical or mental health of a person is such that the additional stress incurred by a prosecution would incur an unacceptable risk,
- Where the person suffers chronic ill health; this will normally be supported by independent medical evidence, where appropriate.
- For the purposes of this Policy, a person's age will be considered along with the other relevant information when deciding whether to apply a sanction,
- There has been an inexcusable time delay, which may prejudice the case.

6.4 Alternative disposals

In circumstances where there is sufficient evidence to prosecute, but the offence is considered minor either in itself or by reason of the circumstances, officers may consider alternative disposals to prosecution, such as the issue of a formal caution or warning letter. If, however, the offender does not accept the alternative disposal, prosecution will usually follow. This is consistent with legal protocols in relation to prosecutions generally.

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Report for: Cabinet 7th December 2021

Title: The acquisition of the leasehold interest at 78 - 92 Stamford Road

Report authorised by: Director of Housing, Regeneration and Planning

Lead Officer: Assistant Director Capital Projects and Property
Assistant Director Regeneration and Economic Development

Ward(s) affected: Tottenham Green

Report for Key/ Non Key Decision: Key

1. Describe the issue under consideration

1.1. The Council owns the freehold of a site located on the corner of Stamford Road (number 78-92) and is shown edged red on the plan attached at Appendix A. It is subject to a lease expiring in 2062 and is a former ice cream factory that suffered fire damage some years ago and is currently occupied by squatters. The site has become a blight on the surrounding area and as such the acquisition of the lease on the property and the delivery of a Council-led scheme is considered the most appropriate route to bringing the site back into use.

1.2. The opportunity to acquire the Lease will enable the Council to bring forward a new development in the South Tottenham Employment Area (STEA) through a workspace-only scheme and this report sets out the objectives for that scheme.

1.3. This report recommends the acquisition of the lease based on the draft Heads of Terms at Appendix A of the Part B report with delegation to agree final terms and that the development objectives of the proposed scheme and next steps are also agreed.

2. Cabinet Member Introduction

2.1. The acquisition of the Lease on the property will provide the Council full control of this site and thus tackling this long-standing blight once and for all. It then provides the opportunity to build new workspace for businesses which support the council's Good Economy vision.

2.2. The South Tottenham Employment Area (STEA) is identified within the 2017 Tottenham Area Action Plan (AAP) as a key focus area for future employment activity in the borough.

2.3. A strengthened local employment and business helps local business base grow and opens up a range of employment opportunities for local people. However, with a substantial demand for workspace in Tottenham, limited vacancies, and

the cost of employment space rising, businesses are at an increasing risk of being priced out of the area.

2.4. The acquisition of 78-92 Stamford Rd is part of a programme with the potential to bring forward new workspaces by maximising the use of existing Council assets.

2.5. Jobs growth will be supported by the Council providing workspaces that meet the needs of a thriving small business ecosystem. Good Work will be promoted by encouraging all businesses (through leases and terms to pay London Living Wage, use local supply chains, and prioritising the employment of local people and apprentices.

3. Recommendations

Cabinet agrees:

a) To the acquisition of the leasehold interest in the site at 78 – 92 Stamford Road for General Fund purposes (as per the red line plan in Appendix A) from G. Colletta and Sons for the amount as set out in Part B of this report and as set out in the heads of terms in Appendix A of Part B.
b) To the total transaction costs of acquisition as shown in 6.8 of Part B.
c) That delegated authority is granted to agree final terms and final documentation to the Director of Housing, Regeneration and Planning after consultation with the Cabinet Member for Finance and Transformation and the Cabinet Member for House Building, Place-Making and Development.
d) To the site objectives for the proposed workspace development of a placemaking approach, delivering a good economy with climate change and sustainability at its heart, as described in in 6.6.
e) That £2m SIP funding and £50,000 Future High Streets funding is allocated to this project as described in 6.14 and 6.16
f) To the next steps as described in 6.20-6.22 including the development of a detailed business case and financial appraisals to be brought back to Cabinet for approval

4. Reasons for decision

4.1. 78-92 Stamford Road falls within the STEA and has not been operating for some time, is now derelict and has attracted squatters and antisocial behaviour.

4.2. The site, equidistant from Tottenham Hale and Seven Sisters tube station, is within the South Tottenham Designated Employment Area (DEA 14). Stamford Road forms part of Site Allocation TH13 ‘Constable Crescent’ in the Tottenham Area Action Plan (AAP). Policy AAP4 of the AAP outlines that the Council will “facilitate the regeneration and renewal of selected DEAs through a reconfiguration of the local employment offer in order to intensify land uses and maximise the amount of business floor space”.

4.3. The acquisition of the leasehold interest will provide an opportunity to upgrade this dilapidated site, which has become a visual blight within the local neighbourhood, and enable the council to deliver a new, long term employment use that will benefit local people and businesses.

5. Alternative options considered

5.1. The alternative option would be not to acquire the leasehold interest in the site.

5.2. By not acquiring the leasehold interest, this would mean the opportunity for the Council to deliver a new high-quality workspace-only scheme would be lost. Not acquiring the leasehold interest could mean that the leaseholder may sell their interest on the open market, the outcome of which is difficult to predict with any great certainty

5.3. The proposed option allows for the site to be redeveloped as an employment space as set out in this report.

6. Background information

The headlease acquisition

6.1. The Council owns the freehold of a property located at 78 – 92 Stamford Road. The site includes three buildings on the site facing Constable Crescent, which reflect the property's former use as an ice cream factory. This includes a substantial two storey workshop and office building of brick construction, internally providing double height workshop areas with ancillary first floor office accommodation.

6.2. This building suffered damage in a fire several years ago and is likely to be unsafe. A second workshop building is also of brick construction providing ground floor space only and a purpose-built insulated building is situated on a raised concrete base. The external areas are comprised of concrete hardstanding. The site and buildings are in poor condition and the site is currently occupied by squatters.

6.3. The site is let to G. Colletta and Sons on a long lease expiring in 2062 at a current rental of £830 per annum with the site operating formerly as an ice cream factory and. There is a rent review outstanding on the lease which has been subject to a long standing dispute with the leaseholder together with the status of the lease and condition of the site. As a solution it was agreed with the tenant to initially look at disposing of the site jointly and subsequently for the Council to buy out the lease in order to resolve these issues. Negotiations with the current lessee have resulted in some draft heads of terms for the Council to acquire the lease, set out in Appendix A of the Part B report.

6.4. As mentioned, the site is currently subject to squatters and will need to be provided with vacant possession. The Council's Commercial Team are monitoring this and reviewing the responsibilities in the lease in terms of the upkeep and security of the site. In the event that the acquisition does not take place then dispute relating to the outstanding rent review and condition of the site will then continue which may take some time and cost to resolve with the site remaining in its current condition and the threat of squatters ever present.

Acquisitions and disposals process

6.5. The proposed acquisition has been assessed against the following criteria as set out in the Council's Disposal and Acquisitions Policy and summarised below:

Policy	Comments	Check
MTFS contribution	Allocation in MTFS includes SIP Funding	✔
Asset Management Plan	Acquisition supports objectives of Borough Plan in terms of Economy, Place and Housing	✔
Business Case	Strong strategic case to acquire in accordance with Council's Local Plan and Borough Plan (2019-23) and in line with site objectives set out in this report.	✔
Deliverability	The acquisition will initially form a site acquisition with detailed business case to follow	✔
Valuations/ Development appraisal supports	The acquisition will be supported by an RICS Red Book valuation	✔
Affordability	Funding provision secured (see MFTS comments)	✔
Legal assessment	See separate Statutory comments below (tbc)	✔
Alternative options considered	See section 5 of this report	✔
Risk assessment	The risks are set out in the report in relation to vacant possession of the site and business case for the proposed development	✔
Political	See Member introduction in support of this transaction for approval at November Cabinet	✔

Proposed Site Objectives

6.6. The proposed redevelopment will respond to the following Site Objectives:

a. A Placemaking Approach

- Bring this derelict site back into use to tackle history of anti-social behaviour
- Work with and empower local communities and key stakeholders to participate in the design process
- Help to foster a strong, vibrant, and diverse, business ecosystem by celebrating its uniqueness, diversity of communities and their heritage and culture
- Deliver a strong design that adds to the area

b. Delivering a Good Economy

- Redevelop as an employment site in support of the council's Good Economy vision and recognising the area's designation as a Creative Enterprise Zone (and the resulting emphasis on supporting workspace)

- Deliver on the council's Community Wealth Building Agenda through commissioning with social value outcomes embedded from the outset
- Recognise the role of different types of employment space in meeting a mix of economic needs
- Seek to maximise the affordability of the employment space, responding to our commitments to external funders
- Deliver a quality affordable workspace scheme as a demonstrator to the market

c. Climate change and sustainability at its heart

- Target net zero for new development, prioritising renewable energy sources
- Delivering on the Council's 'Health in All Policies' agenda, by responding to air and noise pollution, minimising parking, and promoting use of sustainable transport (walking and cycling).

Market Context

6.7. The area is at the heart of Tottenham's designated Creative Enterprise Zone, a Mayor of London initiative which aims to support and grow London's creative businesses by facilitating access to business support, skills, and affordable workspace.

6.8. The term workspace refers to a range of different building types and fit outs, for different end users. For example: artists and many creative businesses tend to require low-cost no-frills studio units with natural light, hard wearing surfaces that can take heavier loads like stone and machinery, and adjacent to users that can work alongside some noise and mess; the food and drink sector requiring specialist fit out and services such as ventilation and waste disposal; and media and technology companies requiring offices with high speed and reliable digital connectivity

6.9. Workspace end user rents in the surrounding area vary dependent on workspace type and use. For a comparable serviced workspace to that currently proposed for the development, end user rents can be £50 per sq ft.

6.10. With a vacancy rate of less than 1%, available space is in short supply and has traditionally been of a low cost, basic specification. The supply of good quality, affordable space is therefore an issue with long waiting lists across the current provision.

Feasibility Study

6.11. The planning objectives for Site Allocation TH13 in the 2017 Tottenham Area Action Plan where the Stamford Road site sits, allow for housing to facilitate the delivery of optimal employment space. This policy was conceived of at a time when employment space values were insufficient to cover the cost of building out new workspace, and hence cross-subsidy was required. Due to recent increases in such values, it has become possible to deliver a workspace only scheme on this site.

6.12. This position is supported by a feasibility study based on site capacity and financial appraisals undertaken based on this study. Further information is provided in the Part B report.

6.13. Affordability can differ across the type of space and the end user. The intention of the workspace being proposed is that it will have different offers to be both affordable to end users and financially sustainable for the council.

External Funding

6.14. Redevelopment across the STEA is supported by £2m SIP and £100,000 Future High Streets Funding (FHSF) which demonstrates external support for the strategic case to unlock sites for exemplary workspace provision in the area.

6.15. The SIP Funding was based on direct outputs of 13,444 sq. ft of new workspace supporting 60 jobs.

6.16. Based on the current viability, it is proposed that the £2m SIP and £50k FHSF is used for this project. This will be used for the acquisition, surveys, demolition and holding costs.

Estimated Project Costs

6.17. This section contains commercially sensitive information and is shown in Part B to this report.

Financial Viability of the development

6.18. This section contains commercially sensitive information and is shown in Part B to this report

Risks

6.19. There are a number of risks with the acquisition of the leasehold interest. Those that are immediately relating to the acquisition of the Stamford Rd Lease are as follows:

Risk Title	Description	Mitigation
Vacant Possession (VP)	There is a risk of delay to the programme if the leaseholder has difficulty with the requirement for VP of the site	VP will be a condition of the completion of the deal. The leaseholder has verbally confirmed they can achieve VP of the site prior to the completion of the acquisition of the lease.
Securing the Site	There is a risk that the site is not made immediately secure following the removal of the squatters	Once the lease is acquired it will need to be secured and demolition of the existing buildings follow promptly.
Intrusive	There is a risk that if	The Council will prepare quotes and the

Site Surveys	the site cannot be vacated, the required intrusive surveys for soil and building contamination cannot be undertaken.	procurement requirements for undertaking the surveys in readiness for the site being vacated and secured. This will require resource from other teams, in particular Major Projects and Procurement. The heads of terms make it clear that the deal is subject to surveys on the site. There will be an opportunity to review the terms once the information has been provided from the surveys including those for site clearance and decontamination.
Building Demolition	There is a risk that even with site security, the site can become squatted again if the building is not demolished.	The Council will consult with contractors on options depending on likely levels of building and/or soil decontamination in relation to demolition costs and programme. The Council will prepare quotes and procurement requirements in readiness. This will require resource from other teams, in particular Major Projects and Procurement.
Construction Cost	The development market is currently seeing rising costs for building materials and scarcity of labour. There may be additional costs once the site surveys have been undertaken. Additional cost increases could result from increased inflation	Monitoring through soft market testing will be undertaken during the feasibility and procurement stages. Value engineering through scheme design will also be considered through the scheme development.

Next Steps

6.20. The next steps in relation to the acquisition:

- Agree the final heads of terms including a clear programme for vacant possession to allow intrusive site surveys to be undertaken.
- To review the heads of terms once the information from the surveys has been provided.
- To review the financial appraisal following information from the surveys has been provided

6.21. The next steps following acquisition:

- Take measures to secure the site to mitigate the risk of further squatting.
- Clear the site of contamination including demolition of the warehouse structure.

6.22. The next steps in relation to the proposed new development:

- Commission multi-disciplinary design team to develop scheme design.
- Ongoing financial appraisals and viability testing as scheme design progresses.
- Development of a business case reflecting the recommended scheme design with financial appraisals for further Cabinet approval
- Develop detailed lettings strategy.

7. Contribution to strategic outcomes

7.1. The project will support the Council in delivering the following priorities in the Council's Borough Plan.

Economy - a growing economy which provides opportunities for all our residents and supports our businesses to thrive

7.2. The August 2020 Haringey Good Economy Recovery Action Plan was launched to respond to the challenges brought by covid-19 to the economy. Under the priority to 'support businesses through recovery and into renewal' a key activity is 'the provision of affordable work/employment space including grow on space, including a potential intensification of industrial sites.'

7.3. This project seeks to invest in the physical environment to bring underutilised Council assets on the site into productive use through workspace and other uses.

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

- Transforming the physical environment and public realm on the site, to deliver a safe, lively, and welcoming place where people can have greater pride in their local area
- Building on the site's existing character and working closely with the existing community to ensure that the development reflects its local context

Council Assets

7.4. The February 2021 Haringey Council Asset Management Plan 2020-2025 was initiated pre-Covid but was finalised during the pandemic. The plan includes the following highly relevant recommendations:

- Identify how social value can be extracted from the Council's property portfolio.
- Responding in a targeted way to emerging sectors and changes in the economy that impact on the demand for workspace; we will use our commercial property portfolio not only to generate income, but also to support good growth in Haringey's economy - this could involve a review of our Lettings policy and applying a regeneration and economic development lens to either key sites and/or key locations.

8. Statutory Officers comments

Finance

8.1. The Chief Finance Officer's comments include commercially sensitive information and are shown in Part B of this report

Strategic Procurement

8.2. Strategic Procurement note the contents of the report. As this report is classed as a Land Transaction it does not have any procurement implications under the Public Contract regulation 2015.

Legal

8.3. The Council has the power under section 120 of the Local Government Act 1972 for the purposes of any of its functions under that Act or any other enactment, or the benefit, improvement, or development of their area, to acquire by agreement any land, whether situated inside or outside its area.

8.4. The amount to be paid for the leasehold interest must represent best value for the Council as there is a fiduciary duty to the Council taxpayers.

Equality

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

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

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

8.7. It is not anticipated that the proposed acquisition will have a negative impact on any particular social group.

8.8. The decision to agree the Site Objectives at 6.6 will have positive implications for individuals with protected characteristics including through:

- Improvements to the public realm which deliver safety and health outcomes, with benefits for BAME groups and disabled people.
- Developing employment opportunities, with benefits for BAME people, young people.
- Opportunities to reflect local culture through commercial, community and creative projects, with benefits for BAME groups, young and old people

8.9. The decision to agree the Site Objectives will have positive implications by advancing equality of opportunity for residents with protected characteristics. Delivery of new, high-quality workspace will help to promote economic recovery from COVID-19, bringing positive benefits to individuals with protected characteristics who have experienced disproportionate negative impacts from COVID-19, including on employment and income.

8.10. Consultation on the Site Objectives will be inclusive, focussing on young people and underrepresented groups to ensure that future commercial uses are reflective of the local community.

9. Use of Appendices

Appendix A – Site Plan

10. Local Government (Access to Information) Act 1985

a. [List background documents]
b. [Also list reasons for exemption or confidentiality (if applicable)]

Appendix A– Site Plan



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MINUTES OF MEETING
Cabinet Member Signing held on Tuesday, 9th November, 2021, 2.30 pm

PRESENT:

Councillors: Zena Brabazon

Also attending: David Lee, David Moore, Sylvester Olutayo, Graham Sheret and Felicity Foley

44. APOLOGIES FOR ABSENCE

There were no apologies for absence.

45. DECLARATIONS OF INTEREST

None.

46. CAMPSBOURNE PRIMARY SCHOOL PHASE 2 - EXTERNAL ENVELOPE, BOUNDARY WORKS AND WINDOW REPLACEMENT - CONSTRUCTION WORKS CONTRACT AWARD

The Cabinet Member for Early Years, Children and Families considered the report which sought approval for an award of a contract to carry out External Envelope, Boundary Works and Window Replacement at Campsbourne Primary School, and to approve issuance of Letter of Intent.

RESOLVED to

1. Approve an award of contract to Contractor A up to a value of £1,707,194.31

2. Approve a client construction contingency of 10% that equates to £155,199.48, which will be strictly managed under change control governance arrangements.

3. Approve the issuance of a letter of intent for up to 10% of the contract value, totalling £155,199.48

Reasons for decision

A major review of the condition and suitability of the Children's Services estate has been undertaken which has informed the Children's Service's Asset Management Plan (CSAMP). This identified condition and suitability deficiencies in the primary, secondary, and wider Children's Services estate that needs addressing in the short, medium, and long-term. Campsbourne Primary School is a high priority for major works due to issues relating to safeguarding and school closure risks.

In 2018, an initial brief was given to undertake the most immediate (short term) health and safety, compliance, and resilience work. These findings included fire compartmentation and fire doors replacement and were subject to a separate award under delegated powers.

In 2019, a further commission was given to further investigate and address urgent works relating to the condition of building services (i.e. heating), external envelope (i.e. roofs, windows) and boundary security.

A scheme for Campsbourne Primary School was developed into 2 phases. Phase 1 sought to meet the criteria for Public Sector Decarbonisation (Salix) grant funding (a grant contribution of £0.243m), minimise disruption to the school by maximising access over the 2021 school summer holiday period, ensure resilience for heating and hot water and support a comprehensive phasing plan. A construction award to Mulalley & Co Ltd was supported by Cabinet on the 15th June 2021 and commenced on site in July 2021. Phase 1 works include heating distribution system upgrade, loft insulation, flat roof works, masonry repairs and ground floor window replacement works. Both phases of works will improve the condition of the building for better education delivery but will also improve the energy efficiency and reduce carbon emissions during operation.

This construction award report requests a decision on the procurement of Contractor A to undertake the following works:

- Window replacement and pitched roof repairs
- External walls repairs
- New entrance
- Repairs and replacement of boundary walls and fences
- Repairs to underground drainage
- Repairs to external surfaces
- Replacement of infant school boilers

Alternative options considered

Do nothing option - a decision not to support this award of construction contract will result in the Councils failure to suitably maintain its education estate by undertaking essential condition improvements. This would increase the likelihood of reactive works which will create greater disruption and cost to the council and potentially result in the loss of education days. All of which would undoubtedly impact on the quality of teaching and learning and potentially could lead to school closure.

47. LORDSHIP LANE PRIMARY SCHOOL - NEW NURSERY BUILDING - AWARD OF CONSTRUCTION CONTRACT

The Cabinet Member for Early Years, Children and Families considered the report which sought approval for an award of contract to provide a new nursery building at Lordship Lane Primary School, as Phase 2 of the school's improvement works and to approve the issuance of a letter of intent.

Officers advised that the outdoor play area would not be included in this phase and would be included in a future phase, once the old nursery building had been demolished.

RESOLVED to

1. Approve an award to Contractor A of up to £1,257,727.47, subject to planning decision. The planning process is independent to the award process and managed separately by Development Control.

2. Approve a client construction contingency of 10% that equates to £114,338.86 which will be strictly managed under change control governance arrangements;

3. Approve the issuance of a letter of intent for up to 10% of the contract value totalling £114,338.86

Reasons for decision

A major review of the condition and suitability of the Children's Services estate has been undertaken which has informed the Children's Service's asset management plan (CSAMP). This identified condition and suitability deficiencies in the primary, secondary, and wider Children's Service estate that need addressing in the short, medium, and long-term. Lordship Lane Primary School is high priority for major works due to issues relating to health and safety or school closure risks.

In 2018 an initial brief was given to undertake the most immediate (short term) health and safety, compliance, and resilience work. These findings included fire compartmentation, fire doors and heating resilience and were subject to a separate award under delegated powers.

In 2019 a further commission was given to further investigate and address urgent works relating to the condition of building services (i.e. heating, electrics and plumbing), external envelope (i.e. roofs, windows) and boundary security.

This scheme at Lordship Lane Primary School has been granted an allocation of funding (£539,000 - combined with the building services improvement and external envelope works contract currently being delivered on site as Phase 1) from the public sector decarbonisation programme, a government initiative sponsored by the Department for Business, Energy & Industrial Strategy and administered by Salix (Salix works). The grant will be used to part fund the scheme thus reducing the amount of borrowing that the Council will need to undertake. The terms of the grant were that the relevant works initially needed to be completed by the 30th September 2021. However, an extension to this Salix works deadline has been formally requested to 31 March 2022, in line with Salix guidance. If this later date is missed, then there is a risk that the grant allocation will need to be repaid.

The works at Lordship Lane Primary School have been developed into 2 phases in order to minimise disruption to the school (referenced in 5.2) and achieve the criteria

for Salix Public Sector Decarbonisation grant funding. This construction award report requests a decision on the procurement of a contractor to undertake Phase 2 – new nursery building. Phase 1, which consists of the building services improvement and external envelope condition works was the subject of an earlier tender exercise and decision. This decision is for Phase 2 only. The scheme of works developed is to develop a new nursery block, using Salix Public Sector Decarbonisation grant funding to deliver the following:

- 2 flexible playroom/classrooms areas, with WCs off the class spaces
- Group room space
- Suitable storage space, fitted furniture and ICT
- Staffroom and kitchenette
- Installation of new canopy and external classroom spaces
- External works to include creating a fencing secure line, enhancement of the planting (green boarder) and provision of external storage.

A Cabinet Member signing has been requested in November 2021 to enable the mobilisation of the contractor after the planning outcome late November, which will allow technical design to be completed before Christmas, with ground works, delivery (based on a modular construction) and installation of the nursery by the Easter holidays.

Alternative Options Considered

Do nothing – a decision not to support this award of construction contract will result in the Councils failure to suitably maintain its education estate by undertaking essential condition improvements. This would increase the likelihood of reactive works which will create greater disruption and cost to the Council and potentially result in the loss of education days. All of which would undoubtedly impact on the quality of teaching and learning.

Delaying a decision further would add additional time to the programme. Not being able to award a contract and place orders at the earliest opportunity in November would increase the risk of not achieving the required volume of work before Easter (as outlined in 4.6 of this report) and may impact the Building School Improvement and External Envelope sequencing of works already on site. Minimising disruption to learning and the safety and wellbeing of both pupils and staff is of paramount importance. Although these are intrusive works, the area of the development will be clearly segregated from the staff and pupils.

48. SEVEN SISTERS PRIMARY SCHOOL PHASE 2 - EXTERNAL ENVELOPE, BOUNDARY WORKS AND 1ST FLOOR WINDOW REPLACEMENT - CONSTRUCTION WORKS CONTRACT AWARD

The Cabinet Member for Early Years, Children and Families considered the report which sought approval for an award of contract to carry out External Envelope, Boundary Works and 1st Floor Window Replacement at Seven Sisters Primary School, and to approve issuance of a Letter of Intent.

Officers advised that for all projects, there was a project management team and contract administrators to manage the project. If there were any issues with the works, these would be dealt with by the project managers.

RESOLVED to

1. Approve an award of contract to Contractor A up to a value of £1,264,690.60.

2. Approve a client construction contingency of 10% that equates to £114,971.87, which will be strictly managed under change control governance arrangements.

3. Approve the issuance of a letter of intent for up to 10% of the contract value, totalling £114,971.87

Reasons for decision

A major review of the condition and suitability of the Children's Services estate has been undertaken, which has informed the Children's Service's Asset Management Plan (CSAMP). This identified condition and suitability deficiencies in the primary, secondary, and wider Children's Services estate that need addressing in the short, medium, and long-term. Seven Sisters Primary School is a high priority for major works due to issues relating to safeguarding and potential school closure risk.

In 2018, an initial brief was given to undertake the most immediate (short term) health and safety, compliance, and resilience work. These findings included fire compartmentation and fire doors replacement and were subject to a separate award under delegated powers.

In 2019, a further commission was given to further investigate and address urgent works relating to the condition of building services (i.e. heating), external envelope (i.e. roofs, windows) and boundary security.

A scheme for Seven Sisters Primary School was developed into 2 phases. Phase 1 sought to meet the criteria for Public Sector Decarbonisation (Salix) grant funding (a grant contribution of £0.633m), minimise disruption to the school by maximising access over the 2021 school summer holiday period, ensure resilience for heating and hot water and support a comprehensive phasing plan. A construction award to Mulalley & Co Ltd was supported by Cabinet on the 15th June 2021 and commenced on site in July 2021. Phase 1 works include heating distribution system upgrade, loft insulation, flat roof works, masonry repairs and ground floor window replacement works. Both phases of works will improve the condition of the building for better education delivery but will also improve the energy efficiency and reduce carbon emissions during operation.

This construction award report requests a decision on the procurement of Contractor A to undertake the following works:

- 1st floor windows and pitched roof repairs
- External walls repairs

- Provision of a compliant entrance ramp
- Repairs and replacement of boundary walls and fences
- Repairs to underground drainage
- Repairs to external surfaces

Alternative options considered

Do nothing option - a decision not to support this award of construction contract will result in the Councils failure to suitably maintain its education estate by undertaking essential condition improvements. This would increase the likelihood of reactive works, which will create greater disruption and cost to the Council and potentially result in the loss of education days. All of which would undoubtedly impact on the quality of teaching and learning and potentially school closure.

49. PENDARREN HOUSE OUTDOOR EDUCATION CENTRE - PHASE 2 ANNEX WORKS - CONSTRUCTION CONTRACT AWARD

The Cabinet Member for Early Years, Children and Families considered the report which sought approval for an award of contract to carry out refurbishment works to the Annex Building at Pendarren House Outdoor Education Centre and to approve issuance of a Letter of Intent.

RESOLVED to

1. Approve an award of contract to Contractor A of £777,872.19 ((subject to planning approval (see section 6.5 below)).

2. Approve a client construction contingency of 10% that equates to £77,787.22 which will be strictly managed under change control governance arrangements.

3. The above offers a total award value of up to £855,659.41.

4. In accordance with Contract Standing Order 9.07.3 to approve the issuance of a letter of intent for £100,000.

Reasons for decision

Works to Pendarren were split into two phases, following the identification of health and safety issues, which led to the closure of the Activity Centre in September 2019. During these phase 1 works the opportunity was taken to review the accommodation on site to seek to increase the bed availability within the Annex Building to allow the Centre to be used by two schools simultaneously, thereby increasing potential revenue. This will provide opportunities for Haringey School pupils to benefit from the positive experiences the centre provides. Phase 1 works to the Main House were completed in June 2021and bookings are being taken with schools currently using the Centre.

This construction award report requests a decision on the procurement of Contractor A to undertake the following Phase 2 works to the Annexe Building:

- External window and door renewal
- Roof repairs
- New outbuildings
- Refurbishment of an existing outbuilding to accommodate a climbing wall
- New heating and ventilation system
- Reconfiguration internally including new partitions and doors
- New floor coverings
- Electrical installation
- Repairs to underground drainage

Alternative options considered

Do nothing option - a decision not to support this award of construction contract will result in the Council's failure to suitably maintain its education estate by undertaking essential condition and fire safety works. This would prevent the Centre from being able to use the Annex Building and would limit revenue income.

50. EXCLUSION OF PRESS AND PUBLIC

RESOLVED

That the press and public be excluded from the reminder of the meeting as items 8-11 contained exempt information, as defined under paragraph 3 and 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

51. EXEMPT - CAMPSBOURNE PRIMARY SCHOOL PHASE 2 - EXTERNAL ENVELOPE, BOUNDARY WORKS AND WINDOW REPLACEMENT - CONSTRUCTION WORKS CONTRACT AWARD

The Cabinet Member considered exempt information pertaining to item 3.

52. EXEMPT - LORDSHIP LANE PRIMARY SCHOOL - NEW NURSERY BUILDING - AWARD OF CONSTRUCTION CONTRACT

The Cabinet Member considered exempt information pertaining to item 4.

53. EXEMPT - SEVEN SISTERS PRIMARY SCHOOL PHASE 2 - EXTERNAL ENVELOPE, BOUNDARY WORKS AND 1ST FLOOR WINDOW REPLACEMENT - CONSTRUCTION WORKS CONTRACT AWARD

The Cabinet Member considered exempt information pertaining to item 5.

54. EXEMPT - PENDARREN HOUSE OUTDOOR EDUCATION CENTRE - PHASE 2 ANNEX WORKS - CONSTRUCTION CONTRACT AWARD

The Cabinet Member considered exempt information pertaining to item 6.

CHAIR:

Signed by Chair ……..

Date ……

MINUTES OF THE CABINET MEMBER SIGNING MEETING HELD ON THURSDAY, 11TH NOVEMBER, 2021, 10.00 - 10.05 AM

PRESENT: Councillor Julie Davies, Cabinet Member for Employment, Skills, and Corporate Services.

In attendance: Peter O'Brien, Assistant Director of Housing, Regeneration, and Planning; Helen McDonough, Head of Employment and Socio Economic Regeneration; and Fiona Rae, Principal Committee Co-ordinator.

55. APOLOGIES FOR ABSENCE

There were no apologies for absence.

56. DECLARATIONS OF INTEREST

There were no declarations of interest.

57. ACCEPTANCE OF EUROPEAN SOCIAL FUND FUNDING FOR AN EMPLOYMENT AND SKILLS PROGRAMME 'CONNECTING COMMUNITIES'

The Cabinet Member for Employment, Skills, and Corporate Services considered the report which sought approval to accept £668,138 European Social Fund (ESF) revenue funding to deliver additional employment support and employer engagement through Haringey Works and intermediate labour market support (10 fully-funded placements for 6 months at London Living Wage) with a focus on residents who have most impacted by the pandemic. The funding would allow for additional employment advisors and an employer engagement post to be created in Haringey Works as well as a business manager and administrator to support the roll out and ongoing delivery of the programme. The programme would provide additional capacity to deliver against the Good Economy Recovery Plan and associated Employment and Skills Recovery Action Plan (ESRAP) priorities supporting residents into good work during a period of high unemployment.

The report was considered by the Cabinet Member for Employment and Corporate Services as Contract Standing Order (CSO) 17.1 stated where the Council receives a grant from an external body, the process for approving or varying the agreement for the grant shall be the same as that set out in CSO 9.07 (i.e. the Director may approve receipt of a grant valued less than £500,000. For approval of receipt of grants valued at £500,000 or more, a Cabinet decision was required).

Notification of the successful bid was not received until October 2021 with a proposed start date for this additional capacity of 4 January 2022 with staff expected to be in post by 13 December 2021. In order to meet pressing programme deadlines, this item has been tabled for the earliest Cabinet Member signing available. A letter of the

Outcome of ESF Full Application Appraisal could be found in the appendices to the report which included the Borough Revenue Breakdown.

The Cabinet Member RESOLVED

To approve the implementation of Contract Standing Order 9.07.1d and Contract Standing Order 17.1 (all contracts valued at £500,000 (five hundred thousand pounds) or more at the time of award may only be awarded, assigned, or novated by the Cabinet) and approve receipt of the European Social Fund (ESF) grant of £668,138 for the Connecting Communities programme to provide for additional capacity for employment and skills support for Haringey residents.

Reasons for decision

On 12 May 2021, Members of the Central London Board (Borough Leaders with CEOs in attendance), agreed to submit a proposal to ESF to deliver employment support provision across the twelve CLF boroughs. The acceptance of the grant follows on from the success of the proposal. The ESF funding was secured through a partnership bid called 'Connecting Communities' with the 12 Central London Forward (CLF) boroughs. CLF staff worked closely with the boroughs to develop and submit the proposal in June 2021 following approval from the CLF Board in May 2021.
This bid responds to the aim of the ESRAP to support Haringey residents adversely affected by the economic impact of Covid. This programme will support the 'Targeted Approach' workstream of the ESRAP, the objective of which is to reduce the unemployment rate of those most impacted by Covid. Haringey has the highest claimant count rate for Central London (9.3%). The ESRAP also outlines the need to address in-work poverty in the borough, which this grant will support by assisting residents with in-work support. The Connecting Communities programme will play a role supporting the delivery of the Good Economy Recovery Plan and associated Employment and Skills Recovery Action Plan.

The programme will also provide intermediary labour market opportunities that unlike Kickstart, are paid at London Living Wage which aligns with one of the 9 London Recovery Board's missions; 'Helping Londoners into Good Work'.

The Haringey Works team have a number of advisors that work with residents to provide employment and skills support. The aim of this provision is to support the existing service by working closely with those furthest away from the labour market, by getting people on steps closer towards employment. The pandemic has caused an increase in the number of people unemployed, the outputs therefore will be related to employment, education and/or training and encouraging longer term support.

The programme is for long-term unemployed people, economically inactive people that are furthest away from the labour market. Focusing on the Work and Health programme leavers that did not secure employment, and those hardest to help groups with multiple and complex barriers (e.g. ex-offenders, individuals with drug/alcohol problems, individuals without literacy/numeracy skills, individuals facing homelessness, BAME communities, over 50's, lone parents and individuals with health and disability issues). The proposed start date for the programme is 4 January 2022 with staff expected to be in post by 13 December 2021.

Alternative options considered

Option to not accept -In a period of continuing employment challenges for Haringey's residents as unemployment pressure is expected to continue in to 2022, not accepting the funding would make the Council less able to support into employment those furthest away from the job market. It would also counter an agreement made in principle with Central London Forward of participating in a programme that would support the borough whilst facing high numbers of unemployment post Covid.

CABINET MEMBER: Cllr Julie Davies

Signed by Cabinet Member ……..

Date …11 November 2021……

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MINUTES OF THE CABINET MEMBER SIGNING MEETING HELD ON MONDAY, 15TH NOVEMBER, 2021, 2.15 - 2.25 PM

PRESENT: Councillor Peray Ahmet, Leader of the Council.

In attendance: Roy Nelson, Project Manager; Beth Waltzer, Interim Head of Waste; Ann Cunningham, Head of Highways and Parking; Mark Stevens, Assistant Director of Direct Services; and Fiona Rae, Principal Committee Co-ordinator.

58. APOLOGIES FOR ABSENCE

There were no apologies for absence.

59. DECLARATIONS OF INTEREST

There were no declarations of interest.

60. THE AWARD OF THE CALL-OFF CONTRACT FOR CCTV EQUIPMENT AND SERVICES

The Leader considered the report which sought approval to enter into a call-off contract with TYCO Fire and Integrated Solutions (UK) Ltd (trading as TYCO Integrated Fire & Security), under Contract Standing Order (CSO) 9.07.1d, for the provision of CCTV equipment and services, as was permitted on the Eastern Shires Purchasing Organisation (ESPO) Framework 628 and in accordance with CSO 7.01.b (selecting one or more suppliers from a framework). The contract would be for a period of 5 years.

The contract was required to support the purchase of CCTV cameras and services required for the extension of public safety surveillance and traffic enforcement services across the borough.

The Leader RESOLVED

Pursuant to the Council's Contract Standing Orders (CSO) 9.07.01d, to award the contract for the provision of CCTV equipment and services to TYCO Fire and Integrated Solutions (UK) Ltd (trading as TYCO Integrated Fire & Security) for a period of 5 years for a maximum contract sum of £7,436,722.83.

Reasons for decision

Contract Standing Order (CSO) 9.07.1d requires that all contracts valued at £500,000 (five hundred thousand pounds) or more at the time of award may only be awarded, assigned, or novated by the Cabinet.

A competitive procurement exercise was carried out under the Eastern Shires Purchasing Organisation (ESPO) Framework 628 (Issue 24 – 2019) Security and Surveillance Framework (Lot 1 - Public Space Surveillance Systems).

The procurement was launched on 28 June 2021 and closed on 30 July 2021. One response was submitted and evaluated against price and quality.

Following evaluation of the bid submitted by TYCO Fire and Integrated Solutions (UK) Ltd, it was found to meet all requirements. The actual evaluation scores are set out in paragraph 6.6 of the report.

The recommended award allows the Council to continue working with a supplier with extensive experience and a proven track record in the provision and maintenance of public safety and traffic enforcement CCTV systems and services. This contractor has a proven track record of good service delivery and a willingness to deliver efficiencies through continuous improvements, thereby providing the Council with best value.

Alternative options considered

The following options were considered:

Do nothing. This is not considered a feasible option as the existing CCTV equipment contract has a very low value remaining on it. Additional cameras are required at this point in time to support the delivery of several traffic schemes, including School Streets. There is also an expectation that more CCTV cameras will need to be purchased in the coming years by both Highways and Parking Service and by the Community Safety Team.

Open Tender: The option to undertake an open tender process was considered. However, it was deemed that the level of Council resources required to complete an open tender was not justified when a suitable framework agreement was available. Furthermore, the framework agreement is of the appropriate specialist nature, catering specifically for CCTV. Irrespectively, the procurement process deployed has passed the value for money test whilst, in addition, the cost of the cameras and their cameras would be likely to increase by the time a further procurement process is enacted.

A mini-competition exercise through the ESPO Framework was considered the most appropriate route to ensure that the Council has a method for purchasing new CCTV equipment as and when required.

61. SUPPLY OF CCTV EQUIPMENT MAINTENANCE SERVICES - CONTRACT AWARD

The Leader considered the report which sought approval to award a contract to TYCO Fire & Integrated Solutions (UK) Limited (trading as TYCO Integrated Fire & Security) for CCTV maintenance.

The report was seeking approval from Cabinet for the award of contract under Contract Standing Order (CSO) 9.07.1 (d) which stated that all contracts valued at

£500,000 (five hundred thousand pounds) or more at the time of award may only be awarded, assigned, or novated by the Cabinet. The award was for the provision of CCTV equipment maintenance services for the Council's CCTV provision from 1 December 2021, and this contract would cover:

- CCTV infrastructure equipment - servers in River Park House and equipment in the CCTV control room in Alexandra House.
- Maintenance of community safety, traffic enforcement and School Streets cameras.

This contract would support the Council in the maintenance of the refreshed and upgraded camera network and CCTV infrastructure. The capital investment into the Council's CCTV provision had significantly increased the current number of cameras across the borough (increasing from 132 to 282) to improve public confidence, detect and deter criminality as well as improve the flow of traffic across the borough. Please see Appendix 1 of the report for camera locations.

This was a new contract to be awarded for a period of 4 years, to a total value of £1,836,668.

Costs may fluctuate marginally as equipment is added or removed over the duration of the contract, which has been captured via an agreed schedule of rates within the tender. The current cost projections are based on best knowledge of changes in new cameras/stock at the time of writing this report.

The projected 4-year cashflow is set out as follows:

Table 1: CCTV Maintenance Contract Costs*				
Contract Year 1	Contract Year 2	Contract Year 3	Contract Year 4	Contract Cost Total
£322,678	£485,223	£512,585	£516,182	£1,836,668

*Table 1 shows annual contract costs, as opposed to financial year costs.

The Leader RESOLVED

Pursuant to Contract Standing Order 9.07.1(d), to approve the award of contract for the provision of maintenance services to TYCO Fire & Integrated Solutions (UK) Limited (trading as TYCO Integrated Fire & Security) for a period of 4 years for the value of £1,836,668.

Reasons for decision

The Council initiated a competitive exercise through the Official Journal of the EU (OJEU) and an OJEU notice was issued on 14 May 2021, to invite tenders with submissions due on 13 June 2021. The procurement process followed the Open Procedure, in accordance with Regulation 27 of the Public Contract Regulations 2015. A total of seven providers registered interest and one provider submitted a bid for the contract.

The tender procedure consisted of a single stage process, including ‘selection questions’ and 6 qualitative questions, assessing the bidders against the broad range of required experience, skills and capabilities as described in the specification. The submitted bid has been evaluated against price and quality to ensure that it delivers value for money.

The successful bidder has demonstrated its ability and capability through responses to the tender requirements and questions, and it is therefore proposed to be the successful provider.

The current contract is due to expire on 30 November 2021 and this new contract will align with the expanded and modern current CCTV provision. This new contract is necessary for service maintenance continuity.

Alternative options considered

Doing nothing – This is not a feasible option as not having a CCTV maintenance contract would impact on the ability to provide a functional provision as the lack of a maintenance contract ultimately risks infrastructure failure and loss of CCTV capability. Risks associated with failure include loss of public and key stakeholders’ confidence, increased crime and disorder, failures in traffic management and loss of related income.

Re-procure the contract – As the current contract is due to expire on 30 November 2021, this option would result in a period where, similar to the ‘Doing nothing’ option, not having a CCTV maintenance contract would impact on the ability to provide a functional provision. It is worth noting that the CCTV maintenance contract has previously been the subject of a challenge when a framework contract procurement approach was deployed. Given that an open tender approach has been undertaken in this instance, there is no guarantee that more bids would be received from a second procurement exercise – whilst the prices quoted in the schedule of rates may also increase as a consequence of inflation. This is therefore not regarded as a feasible option, particularly as the tender has passed the value for money test.

LEADER: Cllr Peray Ahmet

Signed by Leader ……

Date …16 November 2021…….

MINUTES OF URGENT DECISIONS MEETING HELD ON WEDNESDAY, 17TH NOVEMBER, 2021, 10.30 - 10.40 AM

PRESENT: Councillor Peray Ahmet, Leader of the Council.

In attendance: Thomas Skeen, Assistant Director of Finance; Edward Ashcroft, Policy and Equalities Officer; and Fiona Rae, Principal Committee Co-ordinator.

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. HOUSEHOLD SUPPORT FUND IN HARINGEY

The Leader considered the report which sought approval to allocate the remaining funds in the Household Support Fund, in line with the grant conditions, and as set out in the Household Support Fund Scheme Policy.

It was noted that the government announced £500 million of new grant funding in October 2021 through the 'Household Support Fund' to help vulnerable people to access essentials over the winter as the recovery from the pandemic continued and the cost of living increased. The funding would enable the Council to provide support to families with children and other vulnerable residents from 6 October 2021 until 31 March 2022. Haringey's allocation of this fund was £2,406,671.72.

Cabinet had already approved – by Urgent Decision – the allocation of up to £1 million for the continued provision of food support for families with children eligible for Free School Meals during school holidays. This report now sought a further decision to allocate the remaining funds, in line with the grant conditions, and as set out in the policy document at Appendix 1 of the report.

The Leader RESOLVED

1. To approve the additional funding allocation from the Government in the sum of around £1.4 million to support low-income families and residents most in need and in financial hardship and to be delivered through the Council and partners.

2. To approve the updated Household Support Fund Scheme Policy [November 2021] at Appendix 1 of the report, which sets out the Council's allocations and arrangement for administering the funding provided by the government.

3. To delegate authority to the Assistant Director for Finance, in consultation with the Leader of the Council, to amend this policy to give effect to changes in legislation, statutory or non-statutory guidance, or directives or instructions of a similar character issued by the government.

4. To agree that this policy is subject to the availability of government funding and will terminate on 31 March 2022 unless terminated earlier or extended beyond this date by Cabinet or Cabinet Member decision.

Reasons for decision

The Government, through the Department of Work and Pensions (DWP), has provided funding to local authorities to provide and administer the Household Support Fund. The objective of the Fund is to provide support to households who would otherwise struggle to buy food or pay essential bills or meet other essential living costs or housing costs (in exceptional cases of genuine emergency) this winter as the economy recovers from Covid-19. It is acknowledged that local authorities have the local ties and knowledge and are best placed to allocate funding according to local need.

The scheme provides for local authorities to determine eligibility in their area and target support to those most in need within the scope of conditions set by DWP. This report and the policy at Appendix 1 explains how the Council will do this.

The Household Support Fund payments are expected to support households over the grant period and for funding to be spent between 6 October 2021 and 31 March 2022.

There is a need for an urgent decision to be taken on the recommendation in order to ensure that payments are made to support vulnerable people within the allotted time.

Alternative options considered

The alternative option considered was not to develop a Haringey Support Fund Policy. This was discounted as it would not have made use of potential support to Haringey residents and would have necessitated a return of the funds to central government.

Please be advised that 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 any delay in decision making will impact on the ability to utilise available funding to support families with children, other vulnerable households and individuals in Haringey. 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: Cllr Peray Ahmet

Signed by Leader ……..

Date …17 November 2021……

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