

Report for: Cabinet Member Signing – 7 March 2022

Title: Highways and Street Lighting Investment Plan

Report authorised by: Stephen McDonnell, Director of Environment and Neighbourhoods

Lead Officer: Ann Cunningham, Head of Highways and Parking, 020 8489 1355, Ann.Cunningham@haringey.gov.uk , and Peter Boddy, Highways and Traffic Manager, 020 8489 1765, Peter.Boddy@haringey.gov.uk

Ward(s) affected: All

Report for Key/Non-Key Decision: Key Decision

1 Describe the issue under consideration

- 1.1 This report makes recommendations for investment in Haringey's highways infrastructure during 2022/23 and particularly covers footway, carriageway and street lighting assets, as well as providing details of some traffic schemes. The report also provides an update on the insourcing of highways reactive maintenance.
- 1.2 Investment in Haringey's local highways network is critical to delivering the Council's ambitions to make Haringey a better and safe place to live, encouraging growth and attracting investment, and creating opportunities that all can share in.
- 1.3 The investment recommended in this report has been identified to meet the Borough Plan¹ objectives and the Transport Strategy². The key objectives within the Transport Strategy are as follows:
 - A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions;
 - A well-maintained road network that is less congested and safer;
 - Active travel the easier choice, with more people choosing to travel by walking or cycling;
 - Improved air quality and a reduction in carbon emissions from transport.
- 1.4 Appendices 1, 2 and 3 of this report set out the recommended investment and, where relevant, expected funding streams for 2022/23 for various works to highways infrastructure assets and on the local highway network.

¹ <https://www.haringey.gov.uk/local-democracy/policies-and-strategies/borough-plan>

² <https://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy>

- 1.5 The plan – which covers a number of service areas – will be collectively referred to as the Highways and Street Lighting Investment Plan (HSLIP).

2 Cabinet Member Introduction

- 2.1 Highways play a pivotal role in our daily lives. Whether we are working from home, commuting to work, taking exercise or meeting family and friends - we all rely upon welcoming and accessible streets and public realm.
- 2.2 Haringey is one of London's best-connected boroughs and the transport network is - and will continue to be well used by our residents, businesses and by people from across the city and beyond.
- 2.3 Street lighting not only improves safety for drivers, riders , and pedestrians, where driving at night is more dangerous, but reduces crime and fear of crime, in our urban areas. The recent resident perception survey highlights reduced confidence in personal safety, especially among women, at night-time. The continuing investment in streetlighting alongside the development of a lighting policy and continuing to collaborate with other partners and agencies will also support improvements in community safety.
- 2.4 It is therefore important that we keep up the investment in our streets and continue to press forward with our aim to ensure that Haringey has a high quality and safe highways with a reliable public transport system that is accessible to all.
- 2.5 I am therefore pleased to present our investment in highways and street lighting for the coming year, setting out the projects and programmes, including our work to insource highways maintenance subject to final decision by Cabinet in the summer. This represents a total investment of £9.219m inclusive of capital growth.
- 2.6 Engagement with residents, businesses and other interested parties will continue when developing highways schemes and the projects will allow contribution to the design solution of major schemes, where applicable.

3 Recommendations

The Cabinet Member is asked:

- 3.1 To approve the investment of £8.754m in highway assets for 2022/23, as set out in Appendix 1 of this report;
- 3.2 To approve the investment of £1.3m in lighting assets for 2022/23, as set out in Appendix 2 of this report;
- 3.3 To approve and note the investment of £0.350m in traffic schemes for 2022/23, as set out in Appendix 3 of this report;

- 3.4 To delegate decisions relating to highways infrastructure asset maintenance, and highways and traffic improvement scheme design and implementation to the Head of Highways and Parking;
- 3.5 To authorise the Head of Highways and Parking to carry out any required consultation in accordance with Appendix 4 and to make any necessary traffic management orders, having had due regard to any prior consultation, to give effect to those schemes;
- 3.6 To authorise the Head of Highways and Parking to consider any objections and representations on highways and traffic improvement schemes and to report back to the Cabinet Member for Customer Service, Welfare and the Public Realm if there are significant or substantial objections or concerns raised; and
- 3.7 To note the progress made on the insourcing of highways reactive maintenance.

4 Reasons for Decision

- 4.1 This report sets out the 2022/23 investment in the Council's local highways infrastructure, the improvements that are planned, the programme for the future potential insourcing of highways reactive maintenance and how these activities align with the Council's strategic objectives.
- 4.2 The report provides detail of the funding arrangements and seeks authority to proceed with the development and delivery of these projects, subject to appropriate consultation.

5 Alternative options considered

- 5.1 Allocated funding is insufficient to cover all existing maintenance needs, so the proposals prioritise the essential works that need to be delivered. The 2022/23 investment plan has been informed by the Council's Transport Strategy, the Local Investment Plan (LIP) - which involved consultation with key stakeholders - and the emerging, updated Highways Asset Management Plan.
- 5.2 The maintenance works programmes are prioritised through visual inspections and highway condition surveys by officers, and concerns raised by Members and by the wider community.
- 5.3 The lantern and column replacement programme for street lighting is developed around electrical and structural condition surveys, scouting, road hierarchy, visual inspections, lighting levels, and regeneration all to ensure that investment is targeted where most needed.

6 Background Information - Insourcing

Insourcing of highways reactive maintenance

- 6.1 In a report to Cabinet on 10th March 2020 entitled 'Insourcing Action Plan', clarity was provided on the structured approach to be taken for insourcing. The report identified that, in many areas, a phased approach may be required which builds the skills and capability of in-house staff before moving comprehensively to new models of delivery.
- 6.2 The report went on to clarify that an 'Enabling Framework' approach would provide structure in providing evidence-based information to inform the decision-making process. It also set out how services would be reviewed with the preferred outcome that they be brought in-house to a direct or hybrid service model on a sustainable and legal basis. Projects would have to be supported by a full financial assessment of the options to assist in establishing their affordability and value for money.
- 6.3 The four steps in the 'methodology overview' were defined as initial assessment, detailed modelling/commissioning, decision and transition. Decisions as to whether to bring services in-house would be made within the Council's existing constitutional framework, according to the scale and nature of the services under consideration.
- 6.4 When establishing the 'Provision of Highway Maintenance' contract (awarded to Marlborough Highways with a start date of 1st July 2020), provision was made for the potential transition to a partial in-house highway's reactive maintenance service – an approach accepted by Marlborough Highways.
- 6.5 In the Highways and Public Realm Investment Plan report submitted to Cabinet on 9th March 2021, it was clarified that insourcing options were being considered and a further report was expected to be presented to Cabinet during 2021/22. This section of the Highways and Street Lighting Investment Plan 2022/23 report addresses that point.

Initial assessment work

- 6.6 Considerable work has been completed to date that includes:
- (a) A full appraisal of the current delivery arrangements to understand the areas for improvement for the highway maintenance service ('the service') going forward.
 - (b) Structuring the current delivery arrangements with an external contractor to allow for flexibility to reconfigure services during the contract term to be able to introduce alternative delivery arrangements to create a mixed economy of provision.
 - (c) A full options appraisal including initial detailed costings to determine the future preferred delivery arrangements for the service. This includes investigation into four potential options for staffing requirements of the in-house highways maintenance service (of which initial secondment and future transfer of front-line staff from the existing contractor appears to be the most viable)

- (d) Collaboration with and a commitment to ongoing dialogue and mutual support with other London Boroughs seeking to introduce similar future service delivery arrangements.

- 6.7 The ongoing work is underpinned by robust project governance. The project management arrangements include a project board (operating under defined terms of reference), a detailed project plan and a comprehensive risk register.

Detailed modelling/commissioning through to 'decision'

- 6.8 In line with the Enabling Framework approach, the next step entails engagement with Marlborough Highways on contractual specifics in order that a detailed business case can be completed and potentially advanced through to a future meeting of the Cabinet for a decision to proceed or otherwise. The outline schedule of activity for this is as follows:

	Task	Timeline
1.	Detailed discussions with the contractor to confirm agreement and the costs for: seconded staff; supply of vehicles, plant, equipment and materials; and provision of a permitting function and depot facilities.	February/ March 2022
2.	Detailed discussions with the contractor on future roles and responsibilities for: highways maintenance; governance arrangements; and a shared performance framework to support integrated working.	February/ March 2022
3.	Refinement of financial projections for the preferred option for the initiation of a new direct service organisation (DSO).	February/ March 2022
4.	Development of a formal secondment agreement with the input from the contractor, HR, and Legal Services.	April 2022
5.	Agreement with the contractor of future roles and responsibilities for highways maintenance; governance arrangements; and a shared performance framework to support integrated working.	April 2022
6.	Drafting job descriptions and specification for the directly employed DSO supervisory and management staff to confirm resourcing needed and associated costs.	April 2022
7.	Development of the operating model for the DSO to include: <ul style="list-style-type: none"> • The principles for the deployment arrangements for the contractor and DSO • Confirmation of the staff, vehicle, plant and equipment to be deployed against the deployment arrangements. 	April 2022
8.	Agreeing the health and safety policy and procedures to be developed for the DSO, including consultation with the	April 2022

	Task	Timeline
	contractor (to reflect the secondment of their staff) and the corporate lead for health and safety for the Council.	
9.	Finalisation of the detailed financial projections for the DSO business case; including the management of in-year inflationary costs with input from Financial Services.	April 2022
10	Consideration of the draft DSO business case by the Commercial Board and Corporate Board.	May 2022
11	Consideration of the draft DSO business case by the Cabinet Advisory Board.	May 2022
12	Presentation of the DSO business case report to Cabinet	June 2022

Transition

- 6.9 If the decision taken at Cabinet in June 2022 is to proceed with the introduction of an in-house highways' reactive maintenance service, the following outline schedule of activity would follow:

	Task	Timeline
	Phase 3: Mobilisation of the DSO	
1.	Development of the training matrix for mandatory training to deliver reactive and planned maintenance activities to be undertaken by the DSO, with input from the contractor.	August 2022
2.	Development of operational and health and safety policies, procedures, and safe working practices for the DSO.	August 2022
3.	Amendment of the contractor's HR policies and procedures to accommodate the secondment arrangements, to include workforce engagement.	September 2022
4.	Recruitment and induction of the DSO Supervisor and Manager.	September 2022
5.	Confirmation of depot facility requirements including agreement with the contractor.	September 2022
6.	Confirmation of insurance provision required by the DSO.	September 2022
7.	Drafting and agreement with the contractor of the Deed of Variation to the term highways maintenance contract.	September 2022
8.	Procurement of vehicles, plant and equipment for the DSO.	October 2022
9.	Induction and training of the seconded staff.	October 2022

	Task	Timeline
10	Planned commencement date.	31 October 2022

7. Investment in Highways Infrastructure Assets in 2022/23

- 7.1 The recommended investment in Haringey's highways infrastructure during 2022/23 in this report relates to footway, carriageway, structure, non-illuminated street furniture, street lighting and illuminated street furniture assets, but excludes investment in drainage assets (such as road gully cleansing and repairs) as that detail is provided as part of the Flood Water Management Investment Plan report to Cabinet. The investment in 2022/23 addressed in this report includes for some traffic schemes.
- 7.2 The overall investment is set out in the following sections of this report and detailed in the corresponding appendices:

Service area	Report section	Investment details
Footway, carriageway, structure and non-illuminated street furniture infrastructure assets	8	Appendix 1
Street lighting and illuminated street furniture assets	9	Appendix 2
Traffic schemes	10	Appendix 3

8. Footway, carriageway, structure and non-illuminated street furniture infrastructure assets

- 8.1 Investment in Haringey's (non-lighting related) highway infrastructure assets is broken down in this report into the following programmes:
- Planned carriageway and footway maintenance
 - Highways structures, e.g., bridges
 - Non-illuminated street furniture

Planned carriageway and footway maintenance – £4.769m investment

- 8.2 The proposed investment is detailed in Appendix 1: Tables 1, 4 and 6.
- 8.3 A well-maintained road network contributes to road safety, improving road conditions whilst reducing trip hazards and road traffic collisions. It also encourages active travel and reduces transport-related air pollution.
- 8.4 The 5-year long-term investment in footway and carriageway maintenance will make a significant impact to the highway condition and could result in up to 60km of footway reconstruction and 50km of carriageway resurfacing works.

- 8.5 In 2022/23, £4.769m is being invested in roads, footways, responsive maintenance and ad hoc improvement. This investment will allow the Council to resurface approximately 5.3km of road resurfacing and reconstruction of 7km of footway. Historically, this investment amount has included resurfacing of principal roads and at the time of writing this report, TfL has not indicated that there will be any principal roads resurfacing funding for the borough in 2022/23. Any subsequent funding that may be received from TfL in 2022/23 will be added to the Council's capital investment into Haringey's roads.
- 8.6 The investment will involve resurfacing the carriageway in 17 roads and the relaying of 23 footways throughout the borough in 2022/23. Included within this investment is £1.969m which is allocated to support reactive maintenance issues, ad hoc asset improvements, responsive works and small-scale highways maintenance schemes. These maintenance works include the repair of potholes and fixing footway trip hazards.
- 8.7 The highways resurfacing and footway proposals were prioritised using the:
- current Highways Asset Management Plan; and
 - Highway Safety Inspection Manual
- 8.8 Roads were individually scored based on:
- Engineer's visual survey
 - Network hierarchy
 - Classification of the road
 - Public and Members' requests
 - Whether on a bus route and/or cycle route and/or institutions (e.g. school) on the road.
- 8.9 The individual scores were summated to give an overall score for each road. Those roads that scored the highest were considered priority for resurfacing and footway works.
- 8.10 The current Highways Asset Management Plan is being updated. There is an ongoing visual inspection of all the borough's highways network, to be completed by April 2022. This assessment, when completed, will be used as the basis for prioritising the network's condition for future major footways and resurfacing maintenance works. The roads listed in Appendix 1: Tables 1 to 6 have been assessed by engineers in the Highways and Traffic Team as requiring works in 2022/23.
- 8.11 A few of the footway and carriageway maintenance proposals also include those which were to be implemented in 2021/22. Due to several reasons, including some budget constraints and resource difficulties due to the Covid-19 pandemic, these works weren't carried out.
- 8.12 Elected Members were invited to put forward their priorities for investment in their respective wards. Those responses, alongside requests by residents, were assessed in line with the methodology set out above in paragraphs 8.7 and 8.8. The sections of carriageways and footways that are in the worst condition were selected for necessary improvement works, rather than the

entire length of a carriageway or footway, or the footways on both sides of any road. The Elected Members' requests that form part of the investment programme are shown in italicised text in Tables 3, 4, 5 and 6 of Appendix 1.

8.13 Additional capital growth investment in 2022/23 for carriageway, structure and non-illuminated street furniture infrastructure assets is as follows:

- £1,950k resurfacing B, C and unclassified roads
- £1,000k principal road maintenance
- £280k structures
- £200k non-illuminated street furniture

An additional £355k for gully maintenance is addressed in the Flood Water Management Investment Plan for 2022/23 report, and an additional £200k for illuminated street furniture and festive lighting is addressed in Section 9 of this report.

Resurfacing

8.14 Additional capital growth investment will be used to resurface more roads as are listed in Appendix 1: Tables 2, 3 & 5. These roads were assessed and prioritised as requiring maintenance works.

8.15 It should be noted that, as in 2021/22, the Council does not expect any Transport for London funding for principal road resurfacing works in 2022/23.

Highway structures (e.g. bridges)

8.16 Haringey's structures are generally maintained on an 'as needed' basis and at close to the point of potential failure. These works are funded via specific capital allocation from grant funding through LoBEG (London Bridges Engineers Group), or from Haringey Council. Costs are variable and generally in the region of millions.

8.17 An increasing number of structures are entering into a state of disrepair. They require preventative maintenance to extend the lifespan of these structures and greatly reduce the risk of significant disruption in the future.

8.18 A programme of structural surveys and minor reactive / preventative maintenance is proposed to extend the life of the assets before major interventions are required. The proposed growth funding budget of £280k (as shown in Appendix 1: Table 7) will be used to carry out these repairs.

Non-Illuminated Street Furniture

8.19 The proposed growth funding budget of £200k (as shown in Appendix 1: Table 7) will be used for the essential replacement and repair of highways street assets such as bollards, benches, signs, sign posts and planters.

9. Street lighting

Summary and background

- 9.1 Investment in street lighting and illuminated street furniture assets on the highway network is set out in Appendix 2.
- 9.2 The Council is responsible for maintaining approximately 14,800 street lighting columns across the borough highway network. The Haringey lighting policy is currently being developed which will set out all the requirements relating to design, specification, installation and commissioning of public and road lighting in the borough.
- 9.3 Street lighting also plays a key role in reducing crime and fear of crime. It is recognised from the recent resident perception survey that residents, in particular women, feel less safe at night. Lighting designers will therefore evaluate risk to determine the lighting class for the roads to be refurbished/re-lit. The lighting calculations will be dependent upon the levels set in the lighting policy, which will include the local area knowledge and night-time crime statistics.
- 9.4 It is recognised that there are inconsistent levels of street lighting across the borough and variations along stretches of individual roads. This variability in lighting will be addressed and corrective steps taken to ensure a far greater level of consistency.
- 9.5 The street lighting central management system (CMS) which is due to go live, will allow the Council to detect and rectify faulty lighting more quickly. This will reduce the potential for and duration of unplanned areas of darkness (which undoubtedly adds to the concerns around safety at night). The CMS will also enable an increase in lighting levels in crime hotspots or during events where the risk of crime may be more prevalent.
- 9.6 The current approved annual allocation for lighting is £1.3m. This is modelled on a replacement cycle of 50 years (the expected lifespan of a steel lighting column). The efficiencies gained through the conversion to LED, and the implementation of a central management system will offset the cost of interim faults, repairs and damage until 2026/27.
- 9.7 At present, around 15% of the street lighting columns in the borough are at or close to their end-of-life expectancy. The Institution of Lighting Professionals reinforces the principle of considering lighting column residual life as good³ asset management, in line with the requirements of the Well-Managed Highway Infrastructure national code of practice. Haringey's lighting stock is monitored by visual inspections and further assessed via annual electrical and structural testing programmes (required to ascertain the levels of corrosion and deterioration).
- 9.8 The street lighting column maintenance programme will fund the replacement of any priority columns identified through the inspections and testing, as well as supporting a rolling programme of street-by-street replacement of the oldest

³ Guidance Note 22 (Asset Management Toolkit: Minor Structures)

stock. This approach mitigates against the risk of impromptu lighting column collapse.

Festive lighting and responsive improvements

- 9.9 The Festive Lighting programme supports the testing, replacing, installation, and maintenance of seasonal lighting every year.
- 9.10 Additionally, £0.225m (revenue) has been allocated to undertake responsive improvements to street lighting and other illuminated street furniture throughout the year on a needs-led basis.
- 9.11 Regeneration, new developments and transport projects approved through separate investment programmes will also include elements of street lighting and illuminated street furniture and these works will complement the Street Lighting Investment Programme.

Additional growth lighting

- 9.12 Additional proposed capital growth investment in 2022/23 is for:
- £150k illuminated signs and bollards
 - £50k Festive Lighting

10. Traffic schemes

- 10.6 Investment in traffic schemes is set out in Appendix 3.
- 10.7 Investment in traffic schemes⁴ is broken down into the following programmes:
- Council / grant funded public realm projects
 - Developer-funded
 - Walking schemes
 - Bus-related measures

Council / grant funded public realm projects (for Information only)

- 10.8 The planned investment is detailed in Appendix 3: Table 1. This lists the projects at various stages of development, some currently are under way whilst others are to commence in 2022/23.

Developer-funded projects (for information only)

- 10.9 The planned investment is detailed in Appendix 3: Table 2
- 10.10 Funding is provided by developers to deal with site-specific mitigation of the impact of their development under Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980. This may include

⁴ Note. This report excludes the following programme areas that – whilst they may impact upon traffic - are approved elsewhere: road danger reduction, parking, cycling, School Streets and Low Traffic Neighbourhoods

contribution towards parking controls, walking and cycling measures, carriageway and footway enhancement measures.

- 10.11 These modifications are identified and funded by the developer as part of the planning process. Additional projects will be identified by the Council's Transport Planning Team throughout the year and delivered by the Highways and Traffic Team. The timeframe for delivery is led by the developer's programme and projects may therefore be brought forward or delayed. Funding for these projects are not time constrained.

Walking schemes

- 10.12 The planned investment is detailed in Appendix 3: Table 3
- 10.13 In December 2020, Cabinet approved £5.1 million for 'street space projects' from the Strategic Community Infrastructure Levy. This funding has been programmed for spend across a three-year programme, resulting in £1.7m per year for walking and cycling projects.
- 10.14 As set out in Appendix 3 Table 3, the Council will invest £0.200m (annually for three years) from this SCIL funding specifically for walking projects. This will include investment in crossing points and pavement widening in the vicinity of schools, wayfinding, and improvements to accessibility and permeability to town centres and green spaces
- 10.15 In addition, the Council has sought an additional £0.150m funding from Transport for London. However, it is important to note that the TfL funding has not yet been confirmed.

Bus-related measures

- 10.16 The planned investment is detailed in Appendix 3: Table 4
- 10.17 Improving reliability is essential to increasing bus usage and passenger satisfaction and therefore confidence in the service necessary to encourage a shift from private car use. Officers will continue to work with TfL and operators to identify bus "pinch points" reducing congestion and delays that impact on public transport services. These measures will deliver benefits to passengers allowing buses to move more freely.
- 10.18 The Council has sought £0.346m funding from Transport for London for bus related measures. However, it is important to note that the TfL funding has not yet been confirmed.

11 Design, Consultation and Engagement

- 11.1 Officers are committed to ensuring that local communities are involved in identifying and developing, where viable by way of co-production, transport and highways schemes in their neighbourhoods.

- 11.2 The schemes identified within this report will initially be developed by officers in accordance with national, regional and local standards and best practice. This will include, where applicable, the input from Ward Councillors, key stakeholder groups and residents' associations at consultation stages.
- 11.3 The expected level of consultation / notification for schemes is set out in the attached Appendix 4. Methods of communication typically used by the Council (such as public exhibitions or meetings) will be subject to national guidance in relation to Covid restrictions.
- 11.4 The Council will continue to improve the quality of information available to residents and other interested parties on highways schemes planned for their areas. This will involve the information being made readily available on the Council's website, as well as through works signing, advanced warning signs and information letters. This will help to minimise any disruption and inconvenience associated with these works.

12 Contribution to strategic outcomes

- 12.1 The HSLIP supports two key Themes within the Borough Plan 2019-2023:
- 12.2 People Theme: A Haringey where strong families, sturdy networks and resilient communities nurture all residents to live well and achieve their potential. The projects and programmes in the HSLIP will contribute to specific outcomes within this Theme, by improving road safety, encouraging active travel and modal shift to improve air quality.
- 12.3 Place Theme: A place with robust, resilient & connected communities where people can lead active and healthy lives in an environment that is safe, clean and green. The projects and programmes in the HSLIP will contribute to specific outcomes within this Theme, by improving the public realm and road network condition, reducing road traffic collisions, while improving accessibility for all road users, in particular pedestrians and cyclists and motorcyclists.
- 12.4 London-wide contribution to a healthier London - The Mayor of London's Transport Strategy and Local Implementation Plan 3 guidance was published in 2018. The final LIP3 was approved by TfL in June 2019.
- 12.5 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport.
- 12.6 Transport Strategy - the Council's 2018 Transport Strategy sets out the strategic vision, objectives and priorities on the future of transport in Haringey over the next 10 years. The Strategy outlines the role that HSLIP projects and programmes play in achieving this.
- 12.7 Haringey's Climate Change Action Plan sets out how the borough will become net zero carbon by 2041. The completion and expansion of the LED roll-out and the introduction of the CMS will positively impact upon an initial reduction in

energy consumption and associated carbon emissions. However, further reductions in energy consumed and carbon emitted can be achieved by more critically assessing illumination levels and the hours at which they operate.

13 Statutory Officers' comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

Finance

- 13.1 This report sets out the expenditure for the 2022/23 Highways and Street Lighting Investment Plan detailing all of the highways-related activities and the various funding streams that have been confirmed within the Council's approved Capital Programme.

The table below outlines the funding allocation of the Investment Plan for 2022/23:

2022/23 Capital Investment Plan	LBH CP	SCIL	Total Confirmed Funding	TFL Funding TBC	Total
Highways and Street Lighting Investment Plan	£'000	£'000	£'000	£'000	£'000
Classified & Unclassified Roads	1.100		1.100		1.100
Footways Planned Mtce	1.700		1.700		1.700
Short section footway, carriageway & highways marginal land maintenance	0.323		0.323		0.323
Responsive Mtce	0.750		0.750		0.750
Investment in Pavements' and ad hoc asset improvements	0.896		0.896		0.896
Principal Roads Major Mtce	1.000		1.000		1.000
Classified & Unclassified Roads	1.950		1.950		1.950
Various structure repairs to bridges, waterproofing, repairs, surveys.	0.280		0.280		0.280
Non-illuminated Street Furniture	0.200		0.200		0.200
Other street lighting works	0.200		0.200		0.200
Virement to Gully Mtce (FWMIP)	0.355		0.355		0.355
	8.754		8.754		8.754
Street Lighting					
Column and LED lantern replacement	0.825		0.825		0.825
Festive lighting	0.025		0.025		0.025
Electrical and structural testing	0.115		0.115		0.115
CMS upgrades to traffic signs	0.085		0.085		0.085
Response maintenance	0.225		0.225		0.225
Lantern maintenance	0.025		0.025		0.025
	1.300		1.300		1.300
Walking schemes					
Walking routes to town centres and green spaces				0.100	0.100
Walking route signage strategy				0.050	0.050
Walking schemes		0.200	0.200		0.200
		0.200	0.200	0.150	0.350

Legal

- 13.2 The Head of Legal and Governance has been consulted on the preparation of this report and comments as follows.
- 13.3 The Council, as a highway authority, has a statutory obligation to maintain the public highways it is responsible for in the Council's borough and may carry out any work for the improvement of those highways.
- 13.4 This report seeks approval for the programme of highway works on the public highway for the financial year 2022/23 which is a decision that Cabinet can take in accordance with the Council's Constitution.

Procurement

- 13.5 Strategic Procurement notes the contents of this report and confirms there are no regulatory procurement related matters preventing the Council from approving the recommendations stated in Section 3 above.

Equality

- 13.6 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.
- 13.7 The three parts of the Duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the Duty.
- 13.8 The EqIA identified several temporary negative impacts that may occur on groups with protected characteristics because of the implementation of the delivery plan, and specifically while works are being carried out.
- 13.9 Age (Older people) – disruptions to footway access may create a higher risk of trips and falls.
- 13.10 Age (Younger people) - there is a risk that young people are required to leave safe routes to and from home, which may lead them to take alternative routes that put them in harm's way, either through needing to use less-safe crossings, or taking routes that may put them in danger due to local community/gang tensions.
- 13.11 Disability – Similarly, disruptions to footway access could reduce accessibility and mobility for disabled people who are more reliant on consistent and level routes and may struggle to find alternatives.

13.12 Race – disruption to commuter routes may have a negative impact on those residents in low-paid roles who are at greater risk of sanction for arriving late to work. Given that there is a high proportion of BAME residents who occupy lower paid roles and where there is less scope to work from home, there is a potential negative impact of these works on this group. This would particularly be for those schemes in the east of the borough where residents earn 14% lower than those in the west of the borough.

13.13 The key beneficial impacts of the proposals for investment on the network include:

- Improved access to facilities will benefit all Haringey residents and visitors, but some protected groups such as older people and children will benefit disproportionately.
- Safer roads, less congestion and reduced levels of pollution are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.
- Improved light colour rendering through installation of LED lights which will benefit all Haringey residents and visitors by potentially improving perceptions of safety in the borough. This is likely to disproportionately benefit some protected groups who are known to feel less safe in the borough at night, including women, young adults, older people, and disabled people (particularly those who are visually impaired).
- The potential longer-term reduction of crime rates by encouraging social cohesion and community surveillance that may deter criminal behaviour. While this may positively impact on all residents, this has the potential to make a particular difference in areas such as the East of the borough where there are relatively high levels of crime and anti-social behaviour. As these are areas which also have higher numbers of low-income households, among whom BAME residents are overrepresented, individuals from these demographic groups may benefit disproportionately from lighting improvements.
- Greater use of the network by cycling or walking which will be well-lit, which is likely to improve the health and wellbeing of all residents and visitors but particularly for groups with protected characteristics who are known to experience health inequalities. This beneficial impact is likely to be amplified in the wake of lockdown restrictions and resulting increased numbers of people exercising outdoors, which improvements to the borough's lighting infrastructure should make easier and safer.
- Reduced levels of pollution by greater use of walkways and cycling networks which are likely to benefit people in some of the protected groups, such as older and/or disabled people with respiratory illnesses more than for the general population.

- 13.14 Measures that increase walking and cycling through improved safety and awareness aim to improve the health and wellbeing of groups with protected characteristics who are known to experience health inequalities.
- 13.15 The traffic, walking and bus proposals include measures to undertake monitoring in order to collect data for all groups regarding modal share and travel habits. This will help the Council to identify and address any inequalities.
- 13.16 The communication and engagement measures set out in the Investment Plan for 2022/23 will increase awareness of works and minimise disruption caused at implementation stages. This will allow residents adequate time to make alternative arrangements, and any necessary adjustments will be made on a scheme-by-scheme basis in order to ensure continued access for affected groups with protected characteristics including disabled and elderly residents. Moreover, to minimise these impacts, schemes will be individually planned and delivered. Mitigations will include planning and undertaking some works at off-peak times when pavements are less likely to be in use, reducing the impact of the works on accessibility for all.
- 13.17 It is considered that the long-term positive equalities impact of the lighting investment plan outweighs the potential temporary negative impacts during works to implement the plan.

14 Use of Appendices

Appendix 1 – Highway Asset Investment Plan
Appendix 2 – Street Lighting Investment Plan
Appendix 3 – Traffic Scheme Investment Plan
Appendix 4 – Consultation methods

15 Local Government (Access to Information) Act 1985

- Borough Plan 2019-2023
- Transport Strategy 2018
- Draft Walking and Cycling Action Plan
- Cabinet report 7/12/21: 2022-23 Budget and 2022-2027 Medium Term Financial Strategy Report
- Local Plan
- Street Lighting Policy Document
- Highway Asset Investment Plan

Appendix 1 – Highway Asset Investment Plan 2022/23

Table 1: Carriageway & footway summary capital programme

Scheme Name / Location	Ward	Allocation 2022/23 (£k)
Principal road maintenance	Various	0
Classified and unclassified roads resurfacing (Table 4)	Various	1,100
Footway planned maintenance (Table 6)	Various	1,700
Short section footway, carriageway & highways marginal land maintenance	Various	323
Responsive maintenance	Various	750
Investment in Pavements' and ad hoc asset improvements	Various	896
Total		4,769

Table 2: Carriageway major maintenance summary capital growth budget proposals

Scheme Name / Location	Ward	Allocation 2022/23 (£k)
Principal roads major maintenance (Table 3)	Various	1,000
Classified and unclassified roads resurfacing (Table 5)	Various	1,950
Total		2,950

Table 3: Principal road major maintenance with capital growth budget

Road	Ward	Estimated Cost (£k)
Green Lanes, N4	Haringey	62
High Road, N17	Northumberland	105
<i>High Road, N22</i>	Woodside/Bounds Green	151
<i>Highgate High Street/Highgate Hill, N6</i>	Highgate	136
Lordship Lane, N17	White Hart Lane/West Green/Bruce Grove	180
Muswell Hill, N10	Muswell Hill	73
Tottenham Lane, N8	Hornsey	173
<i>West Green Road, N15</i>	St Ann's/Tottenham Green	50
<i>Westbury Avenue, N22</i>	West Green	70
Total		1,000

N.B. Roads identified by ward councillors for intervention are in italics above.

Appendix 1 – Highway Asset Investment Plan 2022/23

Table 4: Classified and unclassified roads resurfacing proposals

Road	Ward	Estimated Cost (£k)
Alexandra Park Road, N10	Alexandra	78.0
Aylmer Parade, N2	Fortis Green	18.5
Barrenger Road, N10	Fortis Green	78.0
Broadwater Road, N17	Bruce Grove	55.0
Coppetts Road, N10	Fortis Green	57.0
Durnsford Road, N11	Bounds Green & Alexandra	148.0
Fortis Green Avenue, N2	Fortis Green	44.5
<i>Lancaster Road, N4</i>	Stroud Green	85.0
<i>Lansdown Road, N17</i>	Tottenham Hale	120.0
<i>Lorne Road, N4</i>	Stroud Green	46.0
Muswell Hill Road, N6	Highgate	58.0
<i>Muswell Road, N10</i>	Fortis Green	18.0
<i>Park Avenue South, N8</i>	Muswell Hill	82.0
<i>The Bank, N6</i>	Highgate	15.0
Winchester Place, N6	Highgate	25.5
Woodland Rise, N10	Muswell Hill	82.5
Woodside Avenue, N10	Fortis Green	89.0
Total		1,100.0

N.B. Roads identified by ward councillors for intervention are in italics above.

Table 5: Classified and unclassified roads resurfacing proposals with capital growth budget

Road	Ward	Estimated Cost (£k)
Gladesmore Road, N15	Seven Sisters	81.0
Dowsett Road, N17	Tottenham Hale	50.5
Middle Lane, N8	Crouch End	63.5
Alroy Road, N4	Harringay	15.5

Appendix 1 – Highway Asset Investment Plan 2022/23

Road	Ward	Estimated Cost (£k)
Ivatt Way, N22	West Green	9.5
<i>Weston Park, N8</i>	Hornsey	56.0
Waldegrave Road, N22	Noel Park	27.0
<i>Grosvenor Road, N10</i>	Alexandra	39.0
<i>Hurst Avenue, N6</i>	Crouch End	80.0
South Grove, N15	St Ann's	45.0
Woodstock Road, N4	Stroud Green	22.0
Barnard Hill, N10	Alexandra	27.0
<i>Coolhurst Road, N8</i>	Crouch End	74.0
<i>Glenwood Road, N15</i>	St Ann's	47.5
Windermere Road, N10	Hornsey	63.5
<i>Coniston Road, N10</i>	Alexandra	36.5
Oak Avenue, N8	Hornsey	14.5
Cranbrook Road, N22	Woodside	40.5
Avenue Road, N15	St Ann's	42.5
<i>Downhills Way, N17</i>	West Green	29.5
Pemberton Road, N8	Harringay	79.5
<i>Warwick Road, N4</i>	St Ann's	58.5
Woodlands Park Road, N15	St Ann's	61.0
<i>Muswell Avenue, N10</i>	Alexandra	71.0
Rostrevor Road, N15	Seven Sisters	41.0
<i>Thirlmere Road, N10</i>	Highgate	47.5
Victoria Road, N4	Stroud Green	16.0
Halefield Road, N17	Tottenham Hale	28.0
Holcombe Road, N17	Tottenham Hale	22.0

Appendix 1 – Highway Asset Investment Plan 2022/23

Road	Ward	Estimated Cost (£k)
Albert Road, N4	Stroud Green	45.0
Moselle Avenue, N22	Noel Park	42.0
Clarendon Road, N15	St Ann's	37.0
Stormont Road, N6	Highgate	41.0
<i>Florence Road, N4</i>	Stroud Green	37.0
Ridge Road, N8	Stroud Green	28.5
Sherringham Avenue, N17	Tottenham Hale	52.0
Southwood Lane, N6	Highgate	53.0
St Albans Crescent, N22	Woodside	37.0
Kimberley Road, N17	Tottenham Hale	34.5
Reform Row, N17	Tottenham Hale	22.0
Albion Road, N17	Tottenham Hale	12.0
Cornwall Road, N15	St Ann's	52.0
Brunswick Road, N15	Tottenham Green	13.0
Greig Close, N8	Hornsey	13.5
<i>Wembury Mews, N8</i>	Highgate	5.0
Keynes Close, N2	Fortis Green	15.5
Cemetery Road, N17	Northumberland Park	14.0
South Close, N6	Highgate	21.5
<i>Sylvan Avenue, N22</i>	Woodside	78.0
Broadlands Close, N6	Highgate	7.5
Total		1,950

N.B. Roads identified by ward councillors for intervention are in italics above.

Appendix 1 – Highway Asset Investment Plan 2022/23

Table 6: Footway planned maintenance works

Roads	Ward	Estimated Cost (£k)
<i>West Green Road, N15</i>	St Ann's	46
<i>Lordship Lane, N17</i>	Bruce Grove	55
Tottenham Lane, N8	Hornsey	65
Turnpike Lane, N15	Noel Park	30
Belmont Road, N17	West Green	94
Middle Lane, N8	Hornsey	89
North Hill, N6	Highgate	76
North Hill, N6	Highgate	65
<i>Priory Gardens, N6</i>	Crouch End	32
Hampstead Lane, N6	Highgate	76
Denton Road, N8	Hornsey	88
Hampstead Lane, N6	Highgate	71
<i>Willoughby Lane, N17</i>	Northumberland Park	59
Shepherds Hill, N6	Crouch End	130
<i>Downhills Way, N17</i>	West Green	70
<i>Crescent Road, N8</i>	Crouch End	66
<i>Willoughby Lane (cul-de-sac), N17</i>	Northumberland Park	44
<i>Park Avenue South, N8</i>	Crouch End	140
<i>Weston Park, N8</i>	Crouch End	31
Church Road, N6	Highgate	64
<i>Stanhope Road, N6</i>	Crouch End	115
<i>Cranbourne Road, N10</i>	Alexandra	69
Cavendish Road, N4	Harringay	80
Harvey Road, N8	Hornsey	45
TOTAL		1,700

N.B. Footways identified by ward councillors for intervention are in italics above.

Appendix 1 – Highway Asset Investment Plan 2022/23

Table 7: Other assets works with capital growth budgets

Scheme Name / Location	Ward	Allocation (£k)
Various structure repairs to bridges, waterproofing, repairs, surveys.	Various	280
Gully maintenance (referenced in the Flood Water Management Investment Plan for 2022/23 report)	Various	355
Non-illuminated street furniture	Various	200
Other street lighting works (as shown in Table 2 of Appendix 2)	Various	200
Total		1035

Appendix 2 - Street Lighting Investment Plan 2022/23

Table 1: Street lighting summary capital programme

Scheme Name / Location	Ward	Allocation (£k)
Column and LED lantern replacement	Various	825
Festive lighting	Various	25
Electrical and structural testing	Various	115
CMS upgrades to traffic signs	Various	85
Response maintenance	Various	225
Lantern maintenance	Various	25
Total		1,300

Table 2: Other street lighting works with capital growth budgets

Scheme Name / Location	Ward	Allocation (k)
Festive lighting	Various	50
Illuminated Signs and Bollards	Various	150
Total		200

Table 3: Column replacement (including lanterns) 2022/23

Road Name	Ward	Allocation (£k)
Barnard Hill	Alexandra	25
Elms Avenue	Alexandra	35
Bedford Road	Crouch End	20
Berkeley Road	Crouch End	25
Birchington Road	Crouch End	25
Bryanstone Road	Crouch End	20
Dashwood Road	Crouch End	25
Edison Road	Crouch End	20
Fairfield Road	Crouch End	20
Gladwell Road	Crouch End	15
Priory Gardens	Crouch End	35
Sandringham Gardens	Crouch End	15
Womersley Road	Crouch End	25
Burlington Road	Fortis Green	15
Coldfall Avenue	Fortis Green	20
Eastwood Road	Fortis Green	15
Fordington Road	Fortis Green	75
Lanchester Road	Fortis Green	50
Pages Hill	Fortis Green	15
Wellfield Avenue	Fortis Green	10
Bishops Road	Highgate	20
Bloomfield Road	Highgate	15

Appendix 2 - Street Lighting Investment Plan 2022/23

Road Name	Ward	Allocation (£k)
Grange Road	Highgate	15
Hillside Gardens	Highgate	15
Holmesdale Road	Highgate	25
Hornsey Lane	Highgate	20
Langdon Park Road	Highgate	25
Milton Avenue	Highgate	15
Milton Road	Highgate	25
North Grove	Highgate	15
North Hill Avenue	Highgate	15
Orchard Road	Highgate	15
Talbot Road	Highgate	40
Ferry Lane	Tottenham Hale	60
Capital growth schemes columns	Various to be identified	200
Total		825

Appendix 3 – Traffic Investment Plan 2022/23

Table 1: Council / grant funded (for information only)

Scheme Name/Location	Ward
The Bank Retaining Wall	Highgate
Highgate School Cemetery Wall	Highgate
Broad Lane Public Realm	South Tottenham
Tottenham Hale Public Realm Design Phases 3 & 4	Tottenham Hale
Tottenham Hale Public Realm Implementation Phase 1	Tottenham Hale
Tottenham Hale Public Realm Implementation Phase 2	Tottenham Hale
Tottenham Hale Public Realm Implementation Phase 3	Tottenham Hale
Pages Green Public Realm	South Tottenham
Mayes Road Phase 2 Public Realm	Noel Park
Penstock Tunnel Public Realm	Noel Park, Alexandra Place
District Energy Network THALE	Tottenham Hale
District Energy Network Wood Green	Noel Park
Fairbanks Green Public Realm	Tottenham Hale
Tottenham Hale Construction Logistics.	Tottenham Hale
Tottenham Hale Section 278 Works Agreement	Tottenham Hale
Fairbanks Road carriageway construction.	Tottenham Hale
Ferry Lane Bridge Public Realm	Tottenham Hale
Turnpike Lane Shop Fronts and Public Realm	Harringay
Park View Subway Public Realm	Northumberland Park
Barratts Gardens Public Realm and School Street Project	Noel Park
Northumberland Park Station Public Realm	Northumberland Park
Pride in Bruce Grove Public Realm	Bruce Grove
Parkland Walk bridges project	Highgate, Crouch End, Muswell Hill, Stroud Green

Table 2: Developer funded (for information only)

Scheme/Location	Ward
Cross Lane Public Realm	Hornsey
Chocolate Factory Public Realm	Noel Park
Clarendon Road Phase 2 Public Realm	Noel Park
673 Lordship Lane N22	Noel Park
17-34 Pretoria Rd N17	Northumberland Park
423-435 West Green Rd N15	St Ann's
Hornsey Reuse & Recycling Centre, High Rd N8	Hornsey
Zenith House, 69 Lawrence Rd N15	Tottenham Green
Mono House, 50-56 Lawrence Rd N15	Tottenham Green
500 White Hart Lane N17	White Hart Lane
550 White Hart Lane N17	White Hart Lane
555 White Hart Lane N17	White Hart Lane
Hornsey Town Hall N8	Crouch End
590-598 Green Lanes N22	Harringay
Marsh Lane footpath N17	Tottenham Hale

Appendix 3 – Traffic Investment Plan 2022/23

Table 3: Walking schemes

Scheme Name	Ward	Streetspace Plan projects (SCIL funding agreed by Cabinet December 2020) (£k)	Potential TfL funding (LIP) (£k)	Grand total (subject to TfL) (£k)
Walking routes to town centres and green spaces	Various		100	100
Walking route signage strategy	TBC		50	50
Walking schemes	Various	200		200
Total		200	150	350

Table 4: Bus-related schemes (bus corridors where journey time delay is being experienced)

Project Name	Project description	Potential TfL funding (LIP)	Project scope
REL 398	High Road southbound side opposite Brampton Park Rd	£38k	Design only
REL 403	High Road just to south of Bounds Green Lane	£38k	Design only
REL 451	Lansdown Road junction with Shelbourne Road	£200k	Design and build
REL 861	A1010 junction with Brantwood Road to borough boundary	£30k	Design only
A1010 Bus Lane Review	Bus lane review on the A1010 with Enfield	£20k	Design only
Priory Road Bus Study	Priory Road from Middle Lane to High Road bus priority study	£20k	Study
Total		£346k	

Appendix 4: Consultation methods

The various highways and traffic schemes developed through this works plan will be the subject of further consultation/ notification. The level of consultation/ notification will depend on the impact of the scheme on the local community. The three consultation/notification types are:

- Notification of works (All works) – residents and businesses of affected roads will be notified by letter drop on approval of the Highways Investment Plan. In addition, they will be notified by letter drop and any other appropriate media 3 weeks in advance of work commencing.
- Statutory notification - the public will be notified of the Council's intention regarding proposals through advertisements placed in the local press and on site. Residents and businesses of the affected roads will also be notified by letter drop. The notification will provide full details of the scheme and a commencement date for construction. Resident, businesses and other interested parties will have the opportunity to approve/object to these proposals and these considerations will be taken into account before implementing the scheme.
- Full public consultation – any high-profile schemes will be subject to full consultation which will include public events (where possible) and formal consultation questionnaires.

The Table below sets out the consultation process by scheme.

Scheme Name / Location	Consultation Type		
	Notification	Statutory Notification	Full Consultation
Footway and Carriageway Improvements	✓	✓ Where applicable	
Highway structures	✓		
Other Highways Assets	✓		
Street lighting	✓ Where applicable		
Traffic schemes		✓	