

Report for: Cabinet – 12 March 2024

Title: Highways and Street Lighting Investment Plan (HSLIP) 2024/25

Report authorised by Barry Francis, Director of Environment and Resident Experience.

Lead Officers: Ann Cunningham, Head of Highways and Parking
Ann.Cunningham@haringey.gov.uk

Peter Boddy, Group Manager Highways Infrastructure
Peter.Boddy@haringey.gov.uk

Ward(s) affected: All

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

1 Describe the issue under consideration.

Highways are among the most important public assets, used by most Haringey's residents and businesses on an almost daily basis. The implications of road maintenance have wide and real benefits which cut across all areas of a society. The Council is the highways authority responsible for managing and maintaining the highway assets that fall within its 355km highway network. This requires the Council to ensure that those assets are safe, fit for purpose and able to fulfil their function in an efficient and sustainable manner.

- 1.2 Through its investment strategies and by prioritising works, the Council is making considerable progress in improving highways assets and reducing the backlog of maintenance. The continuing investment in the maintenance of our roads and wider assets is therefore critical to sustain those improvements and achieve the longer-term aspirations set out in the updates to Highway Asset Management Strategy (HAMS) and Street Lighting Strategy, which are also presented to Cabinet for approval. Updates to the Streetscape Design Guide are also covered in the report. These strategies and design guide are set out in **Appendices 4 to 6** of this report.
- 1.3 The report makes recommendations for investment in highway infrastructure in 2024/25 and particularly covers footways, carriageways, and street lighting assets as set out in **Appendices 1 and 2** of this report. Those appendices also set out expected funding streams for 2024/25 for those various work streams.

2 Cabinet Member Introduction

- 2.1 Haringey is one of London's best-connected boroughs and our highways play a pivotal role in this and 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 To achieve the Council's vision of enhancing our public space, the Council has adopted asset management practices that ensure the largest benefit for the whole community. The Highways Asset Management Strategy (HAMS) sets out how the Highways Service will deliver against the Council's key economic and environmental priorities taking into consideration customer needs, asset condition and value for money in the deployment of available resources. This strategy requires that we look to long-term investment to make the best use of our resources.
- 2.3 Street lighting not only improves safety for drivers, riders, and pedestrians at night, but also reduces crime and fear of crime in our urban areas, ensuring social inclusion where people may be afraid to go out at night. We have now converted all our highways street lighting to LED, which not only improves lighting standards but reduces our carbon footprint. We consider installing additional lighting in areas where residents tell us that they don't feel safe, and our new Central Management System allows the intelligent management of street lighting, allowing it to be adjusted to local conditions. We develop our future programmes considering residents' feedback to ensure that we are targeting the right locations. The continued investment in street lighting with the new lighting policy and working in collaboration with other partners and agencies supports the improvements to community safety.
- 2.4 I am pleased to present our investment in highways and street lighting for the coming year, setting out the projects and programmes. This represents a total investment of £7m, exclusive of any external funding opportunities that Haringey Council may secure from new developments, Transport for London, the Department for Transport and regeneration.
- 2.5 Engagement with residents, businesses and other interested parties will continue when developing major highways schemes which allows contribution to the design solution, where applicable.
- 2.6 Over the next five years, encompassing the Medium-Term Financial Strategy period, the Highways Service will seek to improve Haringey's highway infrastructure assets, to secure whatever additional external funding is available and use it wisely, to ensure systems are in place to hold developers to account for any highway damage their work may cause, and to address the impact of climate change head on.

3 Recommendations

Cabinet is asked to:

- 3.1 Approve the Highways and Street Lighting Investment Plan for 2024/25 of £6.176m for highway assets as set out in **Appendix 1** of this report.
- 3.2 Approve the Highways and Street Lighting Investment Plan which includes investment of £1m in lighting assets for 2024/25, as set out in **Appendix 2** of this report.
- 3.3 Approve the update to the Highways Asset Management Strategy and the Street Lighting Strategy, as set out in **Appendices 4 and 5** of this report.
- 3.4 Note the draft update to the Streetscape Design Guide as set out in **Appendix 6** of this report and the associated consultation process, and delegates authority to the Director of Environment and Resident Experience, following consultation with the Cabinet Member for Tackling Inequality and Resident Services, to approve the final document.
- 3.5 Delegate decisions relating to highways infrastructure asset maintenance schemes to the Head of Highways and Parking, subject to key decisions being reported to Cabinet.
- 3.6 Authorise the Head of Highways and Parking to (a) carry out any required consultation in accordance with Appendix 3; and, having had due regard to all consultation responses submitted as part of the statutory consultation process, and having considered whether the Council should cause a public inquiry to be held, (b) to make any necessary traffic management orders, to give effect to the schemes in Appendix 1 and 2, subject to key decisions being considered by Cabinet.

4 Reasons for Decision

- 4.1 This report sets out the 2024/25 investment in the Council's local highways infrastructure. It provides detail of the funding arrangements and seeks authority to proceed with the development and delivery of these projects, subject to appropriate consultation.

5 Alternative options considered.

- 5.1 No other options are considered. The Council has a statutory duty to maintain the public highways network.

6. Transforming Haringey's highways infrastructure over the next 5 years

- 6.1 Highways infrastructure is the Council's most valuable and amongst its most important of public assets. It is used by just about all of Haringey's residents, many on a daily basis - whether they walk, cycle, use public transport or drive a car. Society relies on a good highway network as the basis to access jobs, health care, education and social connections. It is a crucial element in the development of a community on a localised level and impacts on economic growth. If one was to stop and consider how life would be without paved roads,

footpaths, and cycle ways, one would quickly realise how vital a good transport network and the road system are to all areas of our lives.

- 6.2 To keep our existing and future highways in good condition requires a consistent and regular programme of road maintenance. The application of road maintenance can have a dramatic and immediate impact upon lifestyle. Well maintained roads are also an important factor in accident prevention and a smooth ride is a more comfortable way to travel. This means that commuters and goods arrive at their destination sooner and intact, whilst vehicle damage from surface defects and potholes is reduced too. Vehicle owners have reduced running costs, freeing some income to utilise in other ways. Appendix 7 includes examples of recent highways maintenance activity – exactly the type of interventions that aid social mobility.
- 6.3 The borough's highway infrastructure, estimated at a value in the region of £1billion, is the most visible, well-used and valuable physical asset owned by the Council. Keeping it in as good a condition as possible is crucial for the prosperity of the borough, enabling the safe and free movement of people and goods whether they are walking, cycling, driving, or using bus services. Highways are vital to the economic success of the borough.
- 6.4 In recognition of the importance of the highway network, the Council has recently carried out a major review of its existing highway asset management strategy. Key considerations in the development of the updated strategy were to complement and reinforce Haringey's vision to enhance our public space, improve residents' experience and quality of life, and develop a truly unique Haringey which will reshape the way that people travel in the borough. To this end, Haringey has developed corporate aims relevant to our highways including:
- To have a well-maintained road network that is less congested and safer.
 - To maintain and enhance our road network, making it best in class in London.
- 6.5 These aims will be achieved through the adoption of asset management practices that ensure the greatest benefit for the whole community while also reflecting the Council's key policy commitments and strategic objectives. The aforementioned aim to become the best highway network in London has also been underpinned by the recent substantial increase in capital investment which also extends into the future through the Medium-Term Financial Strategy.
- 6.6 The revised strategy and associated action plans which are fully described in section 7 of this report have been used to inform and develop a detailed maintenance programme and associated performance targets.
- 6.7 £1m is allocated in the MTFs for 2024/25 for street lighting and a further £6m is allocated for other highway infrastructure assets. These sums are close to the level required to maintain a status quo in overall condition. However, as part of the Government's allocation of Network North funding for highway maintenance – including for London Boroughs – Haringey Council will receive

the sum of £176k for 2024/25 to supplement its own £6m investment. The intention of central government is that annual allocation will grow in future years.

- 6.8 Table H2 in the updated Highway Asset Management Strategy (Appendix 4) sets out the performance targets to be met by 2031 – either maintaining the current satisfactory levels of performance or making headway towards improved condition, most notably for carriageways and footways. As can be seen from Table H2 (replicated below), footways and unclassified roads are the two types of asset in most need for a focus of investment.

Table H2: Haringey's service performance dashboard extract.

Asset Group	Description	Performance Indicators		
		Current	Target	Year
Carriageways	% of Principal Classified roads in good condition	67%	70%	2031
	% of Non-Principal Classified roads in good condition	62%	70%	2031
	% of Unclassified roads in good condition	58%	70%	2031
Footways	% of Footways in good condition	64%	79%	2031
Drainage	% of gullies in good condition	95%	95%	2031
	% of gullies in operating efficiently	90%	90%	2031
Street Lighting	% of streets not reported as faulty	91%	95%	2031
	% of columns in good structural condition	95%	95%	2031
Highway Structures	% of highway structures in a state of good repair	85%	90%	2031

- 6.9 The Highways and Street Lighting Investment Plan reports to Cabinet in previous years have focused heavily on the forthcoming year's programme of works. Whilst that remains an important component, this report and its appendices seek a clearer, longer-term approach for the next 5 years and beyond. The updated Highway Asset Management Strategy and the associated Street Lighting Strategy (Appendix 5) between them set out a more strategic approach than has perhaps been evident in the past, in conjunction with the Streetscape Design Guide (Appendix 6). The latter gives a more comprehensive steer to developers on pursuing what Haringey needs on-street from its developments.
- 6.10 There are other elements of activity within the Highways and Parking Service that can contribute to addressing the highway maintenance challenge. Driving forward the removal of footway parking where it is no longer appropriate – as set out in the Footway Parking Policy approved by Cabinet in April 2023 – will reduce the amount of damage caused to at least some of Haringey's footways. Increased focus on planting street trees not only serves to increase green canopy cover but is also a mechanism to prevent unwanted footway parking – and consequential damage - in a more visually attractive way.
- 6.11 Proposals in this report make the best use of resources by adopting a practical and prioritised investment approach that will demonstrate value for money for next financial year and beyond.
- 6.12 The investment in Haringey's highways infrastructure for 2024/25 relates to footways, carriageways, structures, non-illuminated street furniture, street lighting and illuminated street furniture assets, gully cleansing, but excludes investment in road gully repairs as that is detailed as part of the Flood Water

Management Investment Plan also being presented for approval at this meeting of Cabinet.

- 6.13 The overall investment is set out in later sections of this report. Further clarity on the long-term approach being taken towards highway infrastructure maintenance and management is detailed in the corresponding appendices, as set out in the table below.

Service area	Report section	Details
Footway, carriageway, structures, and non-illuminated street furniture infrastructure assets	7 & 8	Appendix 1
Street lighting and illuminated street furniture assets	9	Appendix 2
Engagement/Consultation	10	Appendix 3
Highways Asset Management Strategy	11	Appendix 4
Street Lighting Strategy	12	Appendix 5
Streetscape Design Guide	13	Appendix 6

7 Highways Asset Management Strategy (HAMS)

- 7.1 The Council as a local highway authority is responsible for the repair and maintenance of all assets that form part of the public highway. This includes approximately:
- 355 km of roads
 - 689 km of footways
 - 12,000 street trees
 - 14,964 streetlights and spotlights (on borough public highways)
 - 2,118 illuminated signs and 5 illuminated bollards
 - 297 belisha beacons
 - 385 festive lights
 - 69 vehicle activated signs and 12 school crossing patrol signs
 - 15,774 drainage gullies
 - guard posts and other street furniture.
 - highway assets that include 39 structures, culverts, and drainage pipes, and 7 footbridges.
- 7.2 The Highways Asset Management Strategy has been the subject of a major review and substantial redevelopment over the last 18 months.
- 7.3 The updated HAMS also sets out how the Highways Service will deliver against the Council's key economic and environmental priorities, taking into consideration customer needs, asset condition and value for money. The most up to date figures are included in this document for the costs required for the maintenance of these valuable assets.

- 7.4 The HAMS has a modular format to facilitate posting on the Council's website, thereby providing transparency regarding how future investment is prioritised. The modules cover –
- How asset data is collected, stored and managed
 - The planned and reactive maintenance strategy over the life of the asset
 - How works programmes are developed (including engagement with all stakeholders), and how funded
 - How the performance of the network is managed, having regard for risk, while also ensuring network resilience
 - The specific responsibilities of management and officers to ensure the delivery of the strategy.
- 7.5 The risk-based prioritisation process set out in the HAMS reflects best practice to achieve maximum value for money thereby making best use of resources and ensuring that right interventions are implemented at the most effective time. This updated strategy and associated delivery plans were recently the subject of an in-depth independent audit carried out by an external body and was awarded "Excellent" status.
- 7.6 Reactive repairs are still necessary, but these should reduce in the future, when the overall condition of our carriageways and footways are improved.
- 7.7 The HAMS is underpinned by detailed asset management plans that set out in detail how the service will manage and maintain all the highway assets on a day-to-day basis and covers all the specific types of assets, namely –
- Carriageways
 - Footways
 - Drainage
 - Structures
 - Street lighting
 - Signing and lining
- 7.8 The elements of the plans include –
- Management principles for the specific asset
 - Roles and responsibilities
 - Asset knowledge and condition
 - Development of reactive and planned maintenance programmes taking account of relevant risks
 - Performance monitoring against long term targets
- 7.9 These operational plans will be regularly reviewed and updated to reflect progress towards target condition for each asset type and to take account of any changes in Council policy or updates in industry best practice.

Detailed Asset Investment Proposals

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

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

**Planned carriageway and footway maintenance – £6.176m
(£6m Council investment plus £0.176m from the Department for Transport).**

- 8.2 The proposed investment is detailed in Appendix 1: Table 1.
- 8.3 A well-maintained road network contributes to road safety through improved road conditions, and this encourages active travel for people in the borough.
- 8.4 Long-term investment in footways and carriageways maintenance will make a significant impact to the highway condition.
- 8.5 £6.176m is proposed for investment in 2024/25 for major maintenance works on our roads and footways, as well as in responsive maintenance, and other ad hoc improvements to our network. This investment will allow the Council to resurface approximately 4.831km of road and reconstruct 5.953km of footway, exclusive of reactive works. Historically, this investment has included Transport for London (TfL) funding for resurfacing the borough principal road network, but the Council has received no funding from that source for the last three years. At the time of writing this report, however, there is a sum of £0.176m from the DfT for road maintenance. The DfT funding for 2024/25 will be included as part of the principal road resurfacing budget, in lieu of TfL funding. The total investment proposed on our roads does not meet with the level required to maintain steady state, as evidenced from condition surveys in 2023.
- 8.6 This year's investment includes carriageway resurfacing in 33 roads and the relaying of 24 footways (exclusive of short sections works) in Haringey. In support of the Wood Green Voices and Tottenham Voices, we are investing in improving the public realm within these areas complimenting wide public realm aspirations. Specifically on Wood Green High Road via localised improvements, which will along with red route measures being delivered via the Parking Investment Plan 24/25. Help address, the damage caused by anti-social parking behaviour, impacting on the operation of the High Street.
- 8.7 Included within the overall investment is £1.099m, allocated to support reactive maintenance issues. These maintenance works will include for the repair of potholes and fixing footway trip hazards. The investment outlined in this report excludes £0.3m for essential drainage improvements, which is reported in the Flood Water Management Investment Plan 2024/25 Cabinet report.
- 8.8 The highways resurfacing and footway proposals were prioritised using the:
- Updated version of the Highways Asset Management Strategy and associated Highways Asset Management Plan,

- Borough wide survey inspections carried out in 2023,
- The methodology used for scoring maintenance scheme proposals (set out in paragraph 8.9 below)
- The Highways Safety Inspection Manual.

8.9 The maintenance scheme scoring methodology used was a scoring system based on the following.

- Borough wide condition survey scoring,
- 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, places of worship etc) are on the road.

8.10 The roads that scored the highest are the priority for resurfacing and footway works, as are listed in Appendix 1: Tables 3 to 5.

8.11 Some of the footway and carriageway maintenance proposals include schemes that may have been recently completed before this report Cabinet date and this will be due to several reasons, including some contractor programming opportunities. In such instances, other roads that are proposed for 2025/26 as the next priority, will then be carried out in 2024/25.

8.12 Elected Members were invited to contribute to the development of the major maintenance highways works programme. The roads, which were suggested for inclusion in this programme, were assessed along with other requests by residents. These assessments were in line with the methodology set out in the above paragraph 8.9.

8.13 Short sections of footways and carriageways replacement works are proposed in the 2024/25 works programme. These works are for maintenance improvements to short lengths of roads which are not substantial enough to be included on the major footways and carriageways works programme and incorporate those suggested by Elected Members, officers, and residents. They will be prioritised using the scoring matrix based on the recorded condition survey and whether works were requested. The proposed schemes are those with the highest priority and within the available budgets.

8.14 The list of proposed short sections works far exceeds the investment budget. Schemes that were included in the 2023/24 programme, which were not constructed in 2023/24, due to in year budget reductions, have been included in Table 5 of Appendix 1. Any new areas benefiting from 'short section' maintenance will be those identified throughout the year by highways inspections or from those reported by Elected Members and residents. These new short section proposals will be added to the list for consideration.

9.0 Highway structures (e.g. bridges and retaining walls) and street furniture.

- 9.1 Haringey's structures are closely monitored and regularly inspected following nationwide standards, and these identify works that need to be carried out. Major works can be funded via specific capital allocation from grant funding through LoBEG (London Bridges Engineers Group), or from Haringey Council capital. No funding, to date, has been granted to Haringey through LoBEG for bridge repair works for 2024/25. The costs for major bridge works are variable, and often can be in the region of millions of pounds.
- 9.2 Structures require maintenance to extend their lifespan and reduce the risk of significant disruption and future costs.
- 9.3 A footway on one bridge structure in the borough is in a poor condition. A structural report with feasibility options is currently being developed and funding for a scheme will be sought, in the first instance, through LoBEG.
- 9.4 A programme of structural surveys and minor reactive/preventative maintenance is included in the works programme, and this will extend the life of structures before any major interventions are necessary. The types of repairs are typically for bridge waterproofing, brickwork repairs, concrete repairs, rectification of damage by vehicle strikes and vandalism.

Non-illuminated street furniture and replacement of bollards with trees

- 9.5 A capital investment of £200k will be used for the essential replacement and repair of highways street assets such as bollards, benches, signs, signposts, and planters, included in the sum in Table 1.

10 Street lighting - £1.000m investment

Summary and background

- 10.1 The investment in street lighting and illuminated street furniture assets on the highway network is set out in Appendix 2.
- 10.2 Street lighting plays a key role in reducing crime and fear of crime in our borough. Residents, in particular women, have told us through various surveys that they do not feel safe walking alone at night.
- 10.3 The Council maintains approximately 14,858 street lighting columns with light emitting diode (LED) technology across the borough's highway network. This is in addition to 5 lit bollards and 2,118 illuminated signs.
- 10.4 This light replacement programme also involved bringing lighting standards in all roads up to the national standards that applied at that time.
- 10.5 It is acknowledged that there are some inconsistent street lighting levels across the borough's highways network. Lighting designers evaluate risk when determining the lighting class for the roads to be refurbished/relit. The lighting calculations will be dependent upon the levels set in the lighting design guide, which considers power consumption levels, local area knowledge and night-

time crime statistics. This may include the installation of additional lighting columns to achieve a more uniform light distribution.

- 10.6 The street lighting central management system (CMS) - which is now operational - allows the Council to detect and rectify faulty lighting more quickly. This reduces the potential for and the duration of unplanned areas of darkness. The CMS enables appropriate control of lighting levels to be set based on usage e.g. increased in crime hotspots or during events where the risk of crime may be more prevalent.
- 10.7 The currently approved annual allocation for street lighting maintenance is £1m. This level of funding is currently below that required for a replacement cycle of 50 years (the expected lifespan of a steel lighting column).
- 10.8 At present, around 15% of the street lighting columns in the borough are at or close to their end-of-life expectancy. The Institution of Lighting Professionals reinforces the principle of considering lighting column residual life as good asset management, in line with the requirements of the Well-Managed Highway Infrastructure national code of practice. Haringey's lighting stock is monitored by visual inspections and assessed through annual electrical and structural testing programmes (required to ascertain the levels of corrosion and deterioration).
- 10.9 The street lighting replacement investment programme includes funds for the replacement of any priority columns identified through the inspections and testing regime, as well as supporting a rolling programme of street-by-street replacement of some of the oldest stock. This approach mitigates against the risk of impromptu lighting column collapse.
- 10.10 From a street lighting perspective, though, the Commonplace consultation exercise conducted in 2023 helped highlight where improvements can be made to street lighting in the borough – identifying locations where additional lighting is needed. So, in the next few years, the emphasis must be on tackling those locations to make Haringey's residents feel safer at night, as well as responding to the condition surveys that clearly show that lighting column replacement is an imperative. Once those Commonplace sites have been tackled, though, there should be further re-engagement to ensure that, as far as possible, there has been sufficient action taken to illuminate Haringey's streets to help prevent violence against women and girls.
- 10.11 The change in number of Council lighting assets from April 2022 is represented in the following table, reflecting the aspiration of ensuring there is improved lighting coverage across the borough.

Ownership	April 22	April 23	By April 24
Highways	14779	14964	15042
Housing	3094	3233	3238
Parks	414	493	537

11 Engagement

- 11.1 The Council is committed to ensuring that maintenance programmes are co-produced with local communities. Prioritisation of the maintenance programmes considers factors like correspondence and requests received from members of the public and councillors and a street lighting commonplace exercise undertaken into concerns about lighting in March 23.
- 11.2 The schemes identified within Appendix 1 and 2 will initially be developed by engineers in accordance with national, regional, and local standards and best practice. Clear information regarding planned maintenance programmes is made available in an accessible way and in good time to avoid any inconvenience when works are taking place.
- 11.3 The expected level of consultation / notification for schemes is set out in the attached Appendix 3.
- 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 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.
- 11.5 Highways maintenance improvements are designed to national and Council specification, standards, and design manual guidance. The proposed works will be those that give the best whole-life solution, based on performance and cost. The extent of public consultation and information for maintenance works will include consulting the adjacent areas where there are no major future maintenance works proposed. The public will be notified on works programmes, any major proposed changes to the existing network, significant variance from the Council's streetscape standards, traffic management required during the works, and of any works updates.

12 Street Lighting Strategy

- 12.1 The detailed Street Lighting Strategy is supplementary to the updated highway asset management strategy described earlier in this paper and shown in Appendix 5 of this report. It is supported by a revised street lighting design guide. This strategy is a high-level document, and is in short form, which will be included on the Council's web page once approved by the Cabinet.
- 12.2 This strategy (along with the street lighting design guide) clearly sets out Haringey's requirements for all matters relating to the design, specification, installation, energy supply, lighting levels, commissioning of public and road lighting, illuminated road signs and bollards. The lighting requirements also apply to both new residential/commercial developments that provide public highway areas, and for any modifications to the existing public highways existing street lighting units.
- 12.3 Key principles of this strategy and design guide are as follows:

- Using the most efficient light sources,
- Using a simple palette of quality materials and maintain to a high standard,
- Using a high-quality design - the right light, at the right place and at the right time with the right control,
- Reducing clutter on the streets,
- Using a central management system to control and monitor assets, support fault finding,
- Creating a safer street environment that is all inclusive.

13 Streetscape Design Guide

- 13.1 Haringey has set its sights on establishing a visually appealing street landscape that adheres to its Streetscape Design Guide.
- 13.2 The Streetscape Design Guide (Appendix 6) is a document that pulls together national, regional, and local policy and best practice guidance on designing within the public highway. It is a document that signposts users to other formally consulted and adopted policies, documents and best practice guides developed both by Haringey Council and other organisations which have themselves been through various processes of consultation and stakeholder engagement (as detailed in the Streetscape Design Guide engagement log set out in Appendix 8). It is an easy reference tool for those designing spaces within Haringey.
- 13.3 As noted above, all the policies and guides referenced in the Streetscape Design Guide have been through their own consultation and adoption processes. This design guide has also been through multiple internal engagements to ensure that the Council has captured the appropriate and relevant documents. The guide is currently being shared with key external stakeholders including transport organisations and campaign groups, emergency services, disability groups, community, sustainability and conservation groups and housing related support groups. There is a deadline for comments of 1st March 2024.
- 13.4 The key principles of the guide are:

A): Take an holistic approach.

Haringey is diverse and vibrant, with busy streets and an interesting townscape. The design of Haringey's streetscapes by contrast should be simple, holistic and with minimal clutter, enabling easy use for all and complementing surroundings.

B): Protect and enhance the streetscape character.

Every street in Haringey has its own unique character generated by a mix of townscape features. Care should be taken to identify and wherever possible, retain physical streetscape elements which make a positive contribution towards streetscape character.

C): Enhance the identity of Haringey.

Haringey has an energetic and unique identity created by both community and place, which is reflected in our branding. Every streetscape project can further reinforce and facilitate this identity.

D): Design for easy access for all

Enabling easy and enjoyable access for all is one of the most important considerations for streetscape design in Haringey. The requirements of all residents and visitors, including those with mobility and sensory impairments, should be considered throughout the design process. How and when to engage the community is also detailed in this section.

E): Prioritise sustainability.

The consideration of sustainability is a priority in Haringey. Streetscape projects are no exception and should be designed and delivered, using wherever possible, sustainable, and recycled materials as well as innovative approaches to saving energy.

F): Create safe places.

Crime prevention and road safety is an essential part of our streets' design, ensuring all residents and visitors feel safe to walk on the streets at any time.

G): Ease of maintenance.

As common across most London boroughs, Haringey's streets have high footfall, and their effective maintenance is key to ensuring long term visual and physical quality. The ease of future maintenance and replacement is an important design consideration for all projects.

- 13.5 The Streetscape Design Guide (**Appendix 6**) includes a process through which all schemes that alter the highway significantly will be assessed to identify the level of engagement, community information or co-design as being required during the design development. High profile schemes that significantly alter the highway will be subject to the co-design process with input from stakeholders. The design guide will be used as a reference tool to simplify the process and ensure that the agreed design contributes positively to the streetscape character.

14 Contribution to strategic outcomes

- 14.1 Investment in Haringey's local highways network is critical to delivering the Council's ambitions to make Haringey a better and safer place to live, encouraging growth and attracting investment, and creating opportunities that all can share in. The investment recommended in this report meets the requirements in the Corporate Delivery Plan, Transport Strategy, and our Climate Change Action Plan objectives.
- 14.2 The Highways and Street Lighting Investment Plan (HSLIP) supports the 'Responding to the Climate Emergency' theme in the Corporate Delivery Plan,

presented to Cabinet on 17th January 2023. Details are set out under *High Level Outcome 2: A Just Transition* for 'achieving more accessible footways and carriageways' and 'reduced casualties and safer road network in Haringey.' The projects and programmes in the HSLIP will contribute to these by improving the public realm and road network condition, reducing road traffic collisions, whilst improving accessibility for all road users, in particular pedestrians and cyclists and motorcyclists.

- 14.3 The proposed works will also contribute to the Corporate Delivery Plan of 'Responding to the Climate Emergency' under *High Level Outcome 3: A Low Carbon Place* for 'reduced carbon emissions from highway maintenance'. Haringey's Climate Change Action Plan sets out how the borough will become net zero carbon by 2041.
- 14.4 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.
- 14.5 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport.
- 14.6 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.

15 Carbon and Climate Change

- 15.1 Recycled materials are extensively used in highways maintenance works, and particularly for fill materials and road asphalt.
- 15.2 Highways works are carried out by the Council's Highways and Street Lighting contractor, Marlborough Highways Ltd. Performance is monitored monthly against a target of recycling 95% waste, and at the time of writing this report the contractor has reported figures in excess of the target.
- 15.3 Marlborough Highways has a carbon calculator that records the carbon produced in carrying out works under their contracts with the Council. The carbon calculation is reported at strategic meetings with officers. For each tonne of CO₂ generated in the Haringey contracts, Marlborough Highways Ltd has pledged to plant one sapling in the borough.
- 15.4 The investment in road resurfacing includes the use of warm mix asphalt (which typically reduce CO₂ emissions by 10% in the manufacture stage) and the use of recycled road materials in surfacing and in road construction. In addition, high performance asphalt is often specified on highly trafficked roads as it can be laid at shallower depths without a deterioration in its performance. Marlborough Highways has identified that it has saved 76.79tonnes of CO₂ through its carbon-conscious approach to highways maintenance. This saving will be included in the Council's Annual Carbon Report 2023.

- 15.5 The depth of footway reconstruction is designed so that it is fit for purpose and existing base materials are left in situ where appropriate. Generally, granite kerbs are left in situ and reuseable slabs are stored, all where appropriate for the particular site condition.
- 15.6 The impact of the selection of materials used on the highway has an embodied carbon and cost factor. A recent study has shown that asphalt footways are 80% lower in whole -life carbon compared to concrete flag footways.
- 15.7 Schemes will be designed considering their cost, durability, whole low life carbon use, and sustainability. Factors also considered include the availability of the materials, whether the materials are re-useable, and maintenance/ replacement considerations. The maintenance of Haringey’s highways features is necessary to ensure their benefits are fully realised by extending the lifespans of these assets.
- 15.8 First time fix in highways maintenance will be carried out, where practicable and viable. Officers will give further consider the use of the several pothole filling materials that are on the market which are reported to be “greener” solutions.
- 15.9 LED lanterns significantly reduce energy consumption, improving the Council’s carbon footprint.
- 15.10 The CMS will allow remote control of lighting levels and thus the potential for reducing energy use of lanterns.

16 Statutory Officers’ comments

Finance

- 16.1 This report sets out the expenditure for the 2024/25 Highways and Street Lighting Investment Plan detailing all the highways-related activities and the various funding streams that have been confirmed within the Council’s approved Capital Programme.
- 16.2 The Council, at its budget setting meeting of 4th March 2024, approved the General Fund capital programme which included £6m for Borough Roads and £1m for Street Lighting. DfT funding to Haringey for 2024/25 is proposed at £0.176M. The Appendix to this report provides details of how this budget is to be spent.
- 16.3 The table below outlines the allocation of the budget to the Investment Plan for 2024/25.

Borough Roads approved budget	£6.000m
DfT Highway Maintenance Contribution	£0.176m
Street Lighting approved budget	£1.000m

Total	£7.176m
--------------	----------------

Legal

- 17.1 The Assistant Director for Legal and Governance has been consulted on the preparation of this report and comments as follows.
- 17.2 The Council, as a highway authority, has a statutory obligation to maintain the public highways it is responsible for in the Council's borough and may carry out any work for the improvement of those highways.
- 17.3 This report seeks approval for the programme of highway and street lighting works on the public highway for the financial year 2024/25 which is a decision that Cabinet can take in accordance with the Council's Constitution. It also recommends that authority be delegated to officers to implement traffic management orders (TMOs). The procedures for making TMOs are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Prior to determining whether to make a TMO, the Council must consider: any objections submitted in response to the statutory consultation; the effect of the proposed TMO; and whether to cause a public inquiry to be held.

Strategic Procurement

- 18.1 Strategic Procurement was consulted in the preparation of the report. Strategic Procurement notes that no procurement related decision is required by the recommendations of this report.
- 18.2 The highways work will be procured through the existing highways maintenance contracts or subject to procurement decisions at the appropriate time.

Equality

- 19.1 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.
- 19.2 The three parts of the Duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex, and sexual orientation. Marriage and civil partnership status applies to the first part of the Duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

- 19.3 The EqlA identified several disproportionate impacts that may occur on groups with protected characteristics because of the implementation of the delivery plan.
- 19.4 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 characteristics such as older people, those with disabilities and children will particularly benefit.
 - Safer roads, less congestion and reduced levels of pollution are likely to benefit people in some of the protected characteristics, such as pregnant women, older and/or disabled people with respiratory illnesses more than for the general population.
 - Improved light colour rendering through further installations of LED lights will benefit all Haringey residents and visitors by potentially improving perceptions of safety in the borough. This is likely to specifically 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 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 higher levels of crime and anti-social behaviour. As these are also areas which have higher numbers of low-income households, among whom BAME residents are widely represented, individuals from these demographic groups may benefit more than others 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 children and other groups with protected characteristics who are known to experience health inequalities.
 - Reduced levels of pollution by greater use of walkways and cycling networks which are likely to be of more benefit to people protected characteristics groups than the general population, such as children, pregnant women, older and/or disabled people with respiratory illnesses.
- 19.5 Groups who may have greater reliance on travel by car (e.g., people with disabilities; parents with childcare commitments; people in transport poverty) may be affected adversely in comparison to other groups who are better able to use public transport or travel actively. Schemes will be individually planned and delivered in such a way as to minimise any negative impacts that may arise. Further equalities analysis to be carried out on individual schemes, including full EqlAs where appropriate, so that we can mitigate any negative impacts that may arise.

- 19.6 Improvements to the highways network may increase walking and cycling throughout the borough which can improve the health and wellbeing of groups with protected characteristics who are known to experience health inequalities.
- 19.7 The communication and engagement measures set out in the Investment Plan 2024/25, will increase awareness of these 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 to ensure continued access for affected groups with protected characteristics including disabled, children and pregnant women 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.
- 19.8 While the ambitions of the works proposed are likely to have a positive equality impact for most residents, the carrying out of the proposed works will potentially have further impacts on the following groups as listed below:
- a) Age (older people) - there is risk of older infirm residents having to find alternative routes to avoid areas disrupted by works which may lead to increased likelihood of trips and falls. In addition, as older residents may have lost confidence in leaving their home due to the impact of Covid-19, and highway works may further hinder their ability to build confidence to leave their homes.
 - b) Age (younger people) - there is a risk that young people are required to leave safe routes to and from home/school due to the implementation of highway works, which may lead them to take alternative routes that put them in 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.
 - c) Disability (physical) - there is a risk that works taking place to upgrade footpaths could reduce mobility for residents with a disability and, in turn, have a knock-on impact in terms of quality of life and health opportunities.
 - d) Race – where works cause disruption to commuter routes, they may have a negative impact on those residents in low-paid roles who are at greater risk of sanction for arriving late to work. Given that there is a high proportion of BAME residents who occupy lower paid roles and where there is less scope to work from home, there is a potential negative impact of these works on this group. 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.
- 19.9 The communication and engagement measures for site works in the investment plan will also increase awareness of works and minimise disruption caused. This will allow residents adequate time to make alternative arrangements, and any necessary adjustments for protected characteristics will be made on a scheme-by-scheme basis.

20 Use of Appendices

Appendix 1 – Highways Asset Investment Plan
Appendix 2 – Street Lighting Investment Plan
Appendix 3 – Consultation methods
Appendix 4 - Highways Asset Management Strategy
Appendix 5 – Street Lighting Strategy
Appendix 6 – Streetscape Design Guide
Appendix 7 – Highways Improvement examples
Appendix 8 – Streetspace Design Guide Engagement Log

21 Background Papers

- Corporate Delivery Plan
- Transport Strategy 2018
- Cabinet report: 2024-25 Budget 4th March 2024
- Local Plan

APPENDIX 1 HIGHWAYS ASSET INVESTMENT PLAN

Table 1: Carriageway & Footway summary capital programme with DfT funding included.

Scheme Name / Location	Ward	Allocation 2024/25 (£k)
Principal road maintenance	Various	300
Classified and unclassified roads resurfacing (Table 4)	Various	1,460
Footway planned maintenance (Table 5)	Various	2,507
Short section footway, carriageway & highways marginal land maintenance	Various	500
Responsive maintenance	Various	1,099
Structures, non-illuminated street furniture (including trees for parking problems in Lordship Lane)	Various	387
Total		£6,176,000

Table 2: Carriageway major maintenance summary with capital growth

Scheme Name / Location	Ward	Allocation 2024/25 (£k)
Principal roads major maintenance (Table 3)	Various	300
Classified and unclassified roads resurfacing (Table 4)	Various	1,460
Total		£1,760,000

Table 3: Principal Road major maintenance from capital growth budget

Road	Ward – Post Code	Estimated Cost (£)
Muswell Hill Broadway	Fortis Green N10	£106,178
Fortis Green	Fortis Green N2	£45,818
Park Road	Crouch End N8	£64,350
Westbury Avenue	Noel Park N22	£83,655
Total		£300,000

Table 4: Classified and unclassified Roads for Resurfacing

Road Name	Ward - Post Code	Estimated Cost (£)
The Bank	Highgate N6	£38,610
Rhodes Avenue	Alexandra Park N10	£45,630
Devonshire Hill Lane	White Hart Lane N17	£52,650
Downhills Park Road	West Green N15	£43,290
Muswell Hill Road	Highgate N10	£68,726
Queenswood Road	Highgate N6	£36,644
Burlington Road	Northumberland Park N17	£35,100
Uplands Road	Stroud Green N8	£165,575
Amber Mews	Noel Park N22	£5,265
Springfield Road	South Tottenham N15	£50,000
Hornsey Lane	Highgate N6	£49,063
North Hill Avenue	Highgate N6	£4,212
Keston Road	West Green N17	£70,200
Tower Gardens Road	Bruce Grove N17	£121,000
Gladstone Avenue	Noel Park N22	£17,550
Fortis Green	Fortis Green N10	£19,305
Creighton Avenue	Fortis Green N2	£17,550
Craven Park Road	Seven Sisters N15	£17,550
Pulford Road	Seven Sisters N15	£35,100
Scarborough Road	Stroud Green N4	£42,120
Philip Lane	St. Ann's N15	£87,750
Foyle Road	Northumberland Park	£31,590
Morton Road	Seven Sisters N15	£26,325
Willoughby Road	Harringay N8	£115,030
Kemble Road	Tottenham Hale N17	£35,100

Road Name	Ward - Post Code	Estimated Cost (£)
Lothair Road South	Harringay N4	£44,226
Harefield Road	Crouch End N8	£56,160
De Quincey Road`	Bruce Grove	£22,000
Rusper Road	West Green N15	£89,268
Total		£1,460,000

Table 4: Footway planned maintenance works and prioritised short sections works.

Road Name	Ward - Post Code	Estimated Cost (£)
Crescent Road	Alexandra Park N22	£87,165
Muswell Hill Road	Highgate N10	£226,135
Mattison Road	Harringay N4	£174,330
Carlingford Road	West Green N15	£185,000
Pages Hill	Fortis Green N10	£134,464
Durnsford Road	Alexandra Park N11	£87,165
Muswell Avenue	Fortis Green N10	£145,361
Beresford Road	Harringay N8	£148,181
Bishopswood Road	Highgate N6	£122,031
Hewitt Road	Harringay N8	£109,828
Vincent Road	West Green N15	£123,000
Dunloe Road	West Green N17	£112,000
Coningsby Road	Harringay N4	£69,732
Southwood Lawn Road	Highgate N10	£174,330
Malvern Road	Tottenham Hale N17	£50,000
Poynton Road	Northumberland Park N17	£69,732
White Hart Lane Part	Woodside / Bruce Castle	£20,000
Landsdowne Road	Northumberland Park	£42,000
Park Lane	Northumberland Park	£22,000
Wood Green High Road	Noel Park	£60,000
Eade Road	Hermitage & Gardens N4	£104,330
Dagmar Road	Alexandra Park N22	£122,031
Stirling Road	White Hart Lane N22	£34,866
Montague Road	South Tottenham N15	£70,000
TOTAL (exclusive of short sections works)		£2,507,000

Table 5: Short Sections programme

Scheme Name / Location	Ward	Allocation 2024/25 (£k)
Short section carriageway and footway works. This works programme to be prioritised throughout the year.	Various	500
Total		£500,000

STREET LIGHTING INVESTMENT PLAN - APPENDIX 2

Table 1: Street lighting summary capital programme 2024/25

Scheme Name / Location	Ward	Allocation (£k)
Column and LED lanterns	Various	580
Festive Lighting	Various	75
Responsive maintenance	Various	225
Electrical and structural testing	Various	120
Total		£1,000,000

Table 2: Column replacement (including lanterns) and schemes 2024/25.

Road Name	Ward- Post Code	Allocation (£k)
Awlfield Avenue	White Hart Lane	20
Balliol Road	White Hart Lane	5
Bedwell Road	White Hart Lane	5
Bennington road	White Hart Lane	10
Carrick Gardens	White Hart Lane	5
Flexmere Road	White Hart Lane	25
Denton Road	Stroud Green	60
Holmesdale Road	Highgate	35
Montague Road	Hornsey	15
Priory Gardens	Crouch End	45
Pages Hill	Fortis Green	50
Philip Lane	Tottenham Central	65
Elms Avenue	Muswell Hill	35
Wellfield Avenue	Muswell Hill	30
West Green Road	West Green	75
Alexandra Road	Noel Park	50
Moorefield Road	Tottenham Central	15
Sperling Road	Tottenham Central	10
Woodlands Park Road	South Tottenham	25
Total		£580,000

APPENDIX 3 - CONSULTATION METHODS –

The various highways schemes developed through this works plan will be the subject of further consultation/ notification. Pages 14 and 15 of the Streetscape Design Guide, **Appendix 6**, outlines the co-design checklist for schemes.

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 (planned works) – residents and businesses of affected roads will be notified by letter drop after approval of the Highways and Street Lighting Investment Plan and after programming and prior to works commencement.
- 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 considered before implementing the scheme.
- Co-production – any high-profile schemes that alter the network significantly will be subject to a co-production consultation with locally affected properties and lead residents' groups. The co-design process will include input from stakeholders as to the issues, aspirations and challenges which will inform the design development followed by presentation and further stakeholder input once the Council has developed the designs. Meetings may include site visits, public and Microsoft Teams meetings, exhibition of proposals on the website, on local notice boards and potentially at drop-in sessions for the wider community.

The extent of public consultation for major highways' maintenance works includes the identification of areas for future works to be prioritised.

The public will be notified on major schemes of the works programme, major changes to the existing network, variance from Haringey's design standards, traffic management during the works, and any works updates.

The table below sets out the consultation process for major maintenance/ improvement schemes.

Scheme Name / Location	Consultation Type		
	Notification	Statutory Notification	Consultation
Footway and Carriageway Improvements	✓	✓ Where applicable	✓ Where applicable co-production.
Highway structures	✓	✓ Where applicable	✓ Where applicable co-production.
Other Highways Assets	✓		
Street lighting	✓		

APPENDIX 4 – HIGHWAYS ASSET MANAGEMENT STRATEGY

Attached as a separate document.

APPENDIX 5 – LIGHTING STRATEGY DOCUMENT

1.0 INTRODUCTION

London Borough of Haringey, is one of London's 32 administrative boroughs, provides a range of services for its 270,000 residents, including lighting, which plays an important role helping people feel safe.

Haringey Council is responsible for approximately 21,600 lighting assets and, as part of its ongoing commitment to energy conservation and carbon reduction, recently completed a 6 year programme to upgrade these assets to Light Emitting Diodes technology. Once this was substantially completed, Haringey then connected these assets through installing a Central Management System (CMS) to modernise the management of our lighting assets through improved connectivity and direct monitoring of faults, as well as the amount of energy used.

This strategy document is a high-level document which sets out the London Borough of Haringey's lighting principles and objectives and is supported by an street lighting design guide that is updated in line with revisions to specifications, British standards, guidance note from professional bodies, innovations and Council policy.

2.0 PRINCIPLES

Within the borough's New Local Plan 2020, A key priority (Priority 3) is "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." These documents aim to provide the details and guidance to meet this LBH requirement to discourage crime and the fear of crime.

In Haringey's Climate Change Action Plan (CCAP) "the vision is for a borough that is healthy and sustainable, with walking or cycling to local amenities and taking the long-distance trains for holidays being the norm. Roads will have been repurposed to give way to street-side planting, play areas, dedicated charging areas for electric vehicles, with safe space to get to your destination by using any non-motorized set of wheels or by foot. The aim is to be net zero carbon by 2041." This document and the design guide aims to support this through encouraging walking and cycling by creating enjoyable and safer routes after dusk.

Key principles are as follows:

- Using the most efficient light sources available.
- Using a simple palette of quality materials and maintain to a high standard.
- Using a high-quality design - the right light, at the right place and at the right time with the right control. Over-illumination not only wastes energy and carbon but also creates visual pollution, affects local flora / fauna and blocks our view of the stars.
- Reducing clutter on the streets.

- Using a central management system to control, monitor and support fault finding of assets.
- Creating a safer street environment.

3.0 OBJECTIVES

- By using high standard lighting equipment, this will create a safer and more attractive environment for all roads users (pedestrians, cyclists, motor vehicle users) to help reduce crime and the fear of crime which may promote a feeling of well-being and increase the night-time activity.
- Through the use of quality lighting equipment, it will provide a high resolution of the night-time vision.
- Energy and CO₂ Carbon emissions will be reduced through the delivery of an efficient, sustainable and economical lighting service to the required British Standards which is controlled and monitored by the CMS. This system will detect faulty equipment and adjust lighting for areas of concern to support the local community.
- To maintain in good quality all lighting assets across Haringey, whilst controlling light pollution (obtrusive light, intrusive light and sky glow).

4.0 PERFORMANCE OF THE TERM CONTRACTOR

The highways street lighting contractor (Marlborough Highways) carries out works to the Council's highways street lighting network through a term contract. These works are monitored through site inspections, weekly and monthly meetings along with key performance indicators.

There are attendance performance parameters in the contract of within 2 hours, 7 days, and 28 days. The table below lists these key performance targets:

5.0

KPI	Description	Measure/Targets
T1	Emergency attendance where appropriate action taken within 2 hours	Demonstrate continuous improvement to achieve 100%
T2	Scheme works completed to programme	Demonstrate continuous improvement in excess of 90%
T5 (B)	Lighting unit fault repair completed within 7 days	Demonstrate continuous improvement in excess of 90%.

CENTRAL MANAGEMENT SYSTEM

The contract for the installation of the CMS is with Urbis Schreder.

The Street Lighting CMS supplier is required to not only supply and install a CMS solution consisting of software hosted by the supplier but also then maintains this system for a period of up to 5 years. The supplier was required to supply the system's hardware which consisted of on-site nodes that the Council's street lighting term contractor installs.

6.0 MAINTENANCE AND UPGRADING OF HIGHWAYS LIGHTING ASSETS

The Council's approach to improving and maintaining the entire street lighting stock balances the needs to provide for the safety of road users and supporting safer communities along with energy usage.

Continued investment is required to replace existing stock that are deemed structurally and/or electrically unsafe identified through regular inspections.

Defective lighting as reported to the Council from the public, members and inspections to be investigated for rectification works.

A street lighting column maintenance programme to fund the replacement of any priority columns identified through the inspections and testing, as well as supporting a rolling programme of street-by-street replacement of the oldest stock. This approach mitigates against the risk of impromptu lighting column collapse.

When a fault is reported to the Council, an engineer from the Street Lighting Team visits the site, with our contractor, where necessary. That is when the decision is made as to whether it is reported to United Kingdom Power Network or if can be fixed by our contractor.

UKPN is the district network operator and owns and maintains the electricity cable network across London, the Southeast and East of England. Once reported to UKPN, it has 28 days to respond, and UKPN will replace the fuse up to 3 times before it will carry out work to its mains supply. This is a national agreed timescale with OFGEM. The fuse changes will often, but not always, rectify the problems. If this fails, then UKPN will undertake investigations to identify and repair any cable faults. Where there are more than 3 lanterns out of lighting then this will be considered a multiple outage and UKPN will attend site within 10 days.

A Festive Lighting programme supports the testing, replacing, installation, and maintenance of seasonal lighting every year. This includes a rolling programme of replacement of the oldest or failed equipment.

Responsive improvements to street lighting and other illuminated street furniture throughout the year are required on a needs-led basis.

Regeneration, new developments and transport projects approved through separate investment programmes will also include elements of street lighting and illuminated street furniture.

7.0 LIGHTING LEVELS

Haringey's lighting is in line with current British Standards. The street lighting uses a colour temperature of 4,000 Kelvin (which is natural white colour light), whilst the Parks lighting levels uses 3,000 Kelvin (a warm white colour light).

Lighting illuminance levels can be varied through the Central Management System, as necessary.

8.0 DESIGN, CONSULTATION AND ENGAGEMENT

The Council is committed to ensuring that local communities are informed of the street lighting improvements in their neighbourhoods.

Information being made readily available on the Council's website, as well as through improved works signing and advance warning to minimise disruption and inconvenience associated with works.

Notification of works – residents and businesses of affected roads will be notified by letter drop of major light replacement works.

Any high-profile schemes that alter the network significantly will be subject to a co-production consultation with locally affected properties and lead residents' groups.

APPENDIX 6 – STREETScape DESIGN GUIDE

Attached as a separate document.

APPENDIX 8 - STREETSCAPE DESIGN ENGAGEMENT LOG

Chapter/ Section	Policies referred to that have previously been engaged on and adopted by relevant organisations
DESIGN APPROACH	
<u>Approach</u>	
Haringey vision	The Haringey Borough Plan 2019-2023 and Corporate Delivery Plan
Introduction to the guide	explanation. No engagement needed
Streetscape design principles	linked to The Borough Plan/ Vision Corporate Delivery Plan
streetscape types	explanation. No engagement needed
Streetscape design audit	explanation and linked to e 'Healthy Streets Check for Designers' tool TfL no engagement needed
Engagement	Corporate Delivery Plan and Haringey Deal
Guidance Docs	explanation. No engagement needed
DESIGN OBJECTIVES	
<u>Healthy Streetscapes</u>	linked to Corporate Delivery Plan
Active travel and spaces	link to TfL Walking strategy, Ref Planning for Walking Toolkit (TfL, 2019), London Cycling Design Standards (LCDS) and the Healthy Street Approach (TfL), TfL 'Dockless bikeshare code of practice for operators in London'
air quality and climate change	Haringey Air Quality Action Plan and a Low-Emission Vehicles Action Plan
green infrastructure	highlighting elements to be considered
water management	Ref 'Sustainable Drainage - Design and Evaluation Guide (2019)
Resource and energy efficiency	Haringey's draft Ultra Low Emission Vehicle Action Plan (2019-2029), Energy Saving Trust, London Councils
sustainable materials and furniture	highlighting elements to be considered
Eco-maintenance and repairs	highlighting elements to be considered
responsible procurement and construction	highlighting elements to be considered, ref Haringey Procurement Strategy 2020-2025
<u>Attractive Streetscapes</u>	linked to Corporate Delivery Plan
Inclusive design	Linked to the Equality Act requirements and guidance
maintainable streetscape	ref Haringey Highway Maintenance Plan (2018)
waste management	Link to recent Waste engagement
street cleaning	Elements to consider
<u>Engaging streetscapes</u>	linked to Corporate Delivery Plan
Child and youth friendly places	Ref Mayor's young London fund 2019-2022
placemaking and wayfinding	ref Legible London Yellow Book
designing for local economy and culture	ref TfL research - Walking & Cycling: The Economic Benefits

Chapter/ Section	Policies referred to that have previously been engaged on and adopted by relevant organisations
<u>Safe Streetscapes</u>	linked to Corporate Delivery Plan
Designing out crime	Ref Mayor's young London fund 2019-2022
road safety and traffic calming	Ref Road Danger Reduction Action Plan and Road Danger Reduction Investment Plan
supervision and enforcement	Elements to consider
user engagement	Elements to consider
event management	Elements to consider, incl ref to Highways Act, London Local Authorities Act 1990 to deal with A Boards. Also the Business and Planning Act for licensing tables and chairs on the pavement
DESIGN COMPONENTS	Based on the London 'Better Streets' staged approach
<u>Traffic management</u>	
pedestrian movement	Equality Act, TfL Streetscape Guidance (2019), Pedestrian Comfort Guidance for London (TfL, 2010), The guidance in Inclusive Mobility (DfT, 2002), London
pedestrian crossings	Cycling Design Standards guide (TfL, 2018), Walking and Cycling Action Plan
cycle movement and parking	London Design Cycling Standards (LDCS) and the Cycling Level of Service (CLoS) Assessment, ref walking and cycling action plan
vehicle movement	The Draft Circular 1/200646, The Manual for Streets 2, The London Healthy Street Checklist for Designers
traffic calming measures	Department for Transport (DfT) Traffic Advisory Leaflets, Local Transport notes 1/07 and 1/08, Transport Forum
vehicle parking and loading	The Streetscape Guidance (TfL, 2019), Traffic Signs Regulations and General Directions (TSRGD), Haringey Footway Parking policy
School Street	
Vehicular overrun measures	Elements to consider
<u>Public Realm surfaces</u>	
general guidance	Elements to consider
pedestrian paving	Elements to consider, tie in with the Maintenance programme, Highway Asset Management Strategy
alternative footway material	Elements to consider
Cycling surfaces	London Cycling Design Standards (TfL, 2018)
carriageway surfacing	national standard
road markings	Section 4 and Schedule 6 (Road Markings) and the Traffic Signs Manual 2003 – Chapter 5 Road Markings
kerbs	The Accessibility Research Group's studies in 2009, at University College London (UCL), The Disabled Persons Act 1981, The Disabilities Discrimination Act 1995
drawing components	Elements to consider

Chapter/ Section	Policies referred to that have previously been engaged on and adopted by relevant organisations
<u>Environment designs</u>	
SuDs	London Borough of Haringey Flood Risk Management Strategy, London Borough of Haringey Sustainable Drainage Guide (title to be confirmed), London-centric Sustainable Drainage Construction Guide (title to be confirmed), The SUDS Manual (CIRCA C793), Site Handbook for the Construction of SUDS (CIRCA C698)
Retrofitting SuDs	Designing for exceedance (CIRCA C635), Managing urban flooding from heavy rainfall (CIRCA C738)
Designing for drainage exceedance	
Street trees and planting	
tree layout considerations	
tree spec and planting	The London Borough of Haringey Tree Strategy, Mayor of London's Tree and Woodland Framework for London and the Government's Strategy for Trees, Woods and Forests
Existing street trees	elements to consider
ornamental planting	
streetscape planters	
<u>Public realm features</u>	
General design approach	TfL guidance 'Pedestrian Comfort Levels for London'
Street furniture	Local Transport Note 2/09 Pedestrian Guard-railing provides an assessment framework
Street lighting	Haringey Lighting Strategy, BS 5489-1 Code of Practice,
bespoke elements	Traffic Signs Regulations and General Directions (TSRGD) and the Traffic Signs Manuals, TfL 'Legible London' signage strategy, Small Change, Big Impact, TfL, 2018, elements to consider
Transport elements	TfL Streetscape Guidance, LCDS guidance, Haringey EV charging point strategy
utility amenities	elements to consider
commercial elements	The Highways Act 1980, elements to consider
DESIGN PALETTE	
How to use the palette	for information. No engagement needed
conservation area and Historic settings	Conservation Area Character Appraisals (CACA) and Management Plans, Urban Characterisation Study, some area-specific Supplementary Planning Guidance (SPG)
standard palette	lays out existing standard palette and elements to consider
special areas and bespoke elements	for information. No engagement needed
Tottenham Hale District Centre	Engagement with developers, Chestnut phase 1, Ferry Lane, Chestnut phase 2
Wood Green District Centre	Consultation through Regeneration projects