

Report for: Cabinet – 22 April 2025

Title: Highways and Street Lighting 5-year Delivery Plan.

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.

- 1.1 The Council, as a highway authority, is responsible for maintaining all highway assets that fall within its 355km network and, as such, is responsible for ensuring these assets are safe and fit for purpose. In recognition of this, the Council has a long-term commitment to improve the overall quality of the local highway network. To this end, detailed investment strategies were set out in the Highway Asset Management Strategy and a Street Lighting Strategy which were both presented to and approved by Cabinet in March 2024.
- 1.2 The levels of investment approved in the Council's Medium Term Financial Strategy (MTFS), underpinned by a clear investment strategy, allows the development of a more strategic delivery plan comprising a rolling programme of funded improvements over the next 5 years. This report sets out a 5-year Delivery Plan, which is attached as Appendix 4. It proposes that, following approval of the Plan, maintenance /improvement programmes are developed on a rolling basis, in line with the framework set out in paragraphs 7.3 to 7.9 of this report, and that only Key Decisions are reported to Cabinet.

2 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 As a major destination, known for our rich cultural diversity, vibrant arts scene, and iconic football club, Tottenham Hotspur, Haringey is one of London's best-connected boroughs and the local highway network is and will continue to be well used by our residents, businesses and by people from across the city and beyond.

- 2.3 The Borough of Culture and UEFA European Football Championships (Euros) are planned to take place in 2027 and 2028. The importance of the image of the borough during these prestigious events has been recognised. There will therefore be a particular focus on allocating capital funding for carriageway and footway maintenance in the initial three years of the delivery plan to ensure that there will be safe access to all relevant venues. There will also be a focus across service areas to assure alignment with other funded work streams that would contribute to the overall fabric of the public realm. External funding will be sought wherever possible to supplement our own funding.
- 2.4 The Council has adopted highway asset management policies and practices that ensure the greatest benefit for the whole community. I am pleased that we can now move to longer-term planning which will ensure the best use of our resources, including alignment with other improvements to our public realm, utility planned works where these opportunities arise, and in addition, the phased introduction of new innovative treatments as they emerge.
- 2.5 This report sets out our first 5-year Delivery Plan, comprising some £35.775m investment to improve Haringey's highway infrastructure. This includes over £2m towards essential repairs to three highways bridge structures namely, Ferry Lane, Wareham Road and Cornwall Road, to be delivered in year one and £4.925m of street lighting improvements to be delivered over the 5-year period. Should any additional funding be allocated to the Council, where possible, these funds should in the first instance be considered to reduce the Council's borrowing.
- 2.6 Engagement with residents, businesses and other interested parties will continue to take place when developing major highway schemes, thereby allowing contributions to design solutions where applicable.

3 Recommendations

Cabinet is asked to:

- 3.1 Approve the Highways and Street Lighting 5-Year Investment Plans in Appendices 1 and 2 of this report.
- 3.2 Delegate decisions relating to the development of detailed improvement / maintenance programmes to the Head of Highways and Parking, within the parameters set out in the Highways Asset Management and Streetlighting Strategies, and Delivery Plan, subject to Key Decisions being taken to Cabinet.
- 3.3 Authorise the Head of Highways and Parking to
(a) carry out any required consultation in the delivery of the 5-year plan 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) 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, to make any necessary

traffic management orders, to give effect to the schemes in each year, subject to key decisions being taken by Cabinet.

4 Reasons for Decision

- 4.1 Local highway authorities are expected to adopt asset management principles of 'predict and prevent' and planned works is an essential element to ensure the safety and resilience of the highway network. Any alternative to sustained levels of capital funding would go against prevention and proper asset management and the principles set out in Well-Managed Highway Infrastructure: A Code of Practice, which all local highway authorities are expected to follow.
- 4.2 This report sets out a 5-year delivery plan for highways and street lighting maintenance and improvements. As set out in the Highways Asset Management Strategy adopted in March 2024, developing a prioritised longer-term programme of works gives greater transparency of funding levels and work to be delivered. For residents and businesses, this allows a greater understanding of priorities and the volume of work that can be delivered. For contractors delivering those works, there is greater certainty of future work allowing them to better resource and deliver work efficiently.
- 4.3 A longer-term view to highway asset investment also allows the Council to focus on delivering a forward-looking strategy, ensuring the most benefit is derived from the overall funding available.

5 Alternative options considered.

- 5.1 The Highways and Street Lighting Investment Plans reported to Cabinet have historically been restricted to the forthcoming year's programme of works. This annual cycle of programming and approvals at times impeded opportunities for efficiencies and flexibilities that can be achieved through longer term planning.
- 5.2 The stability in the level of investment agreed through the MTFS, underpinned by the recently adopted asset management strategies covering highway assets and street lighting, enables a wider strategic planning horizon that will yield a range of forward planning benefits. The benefits include the alignment of this rolling programme of investment with other public realm improvements, utility planned works where these opportunities arise, and in addition, the phased introduction of new innovative treatments as they emerge. The delivery plan sets out expected outcomes to support the delivery of the Highways Asset Management and Street Lighting Strategies.

6. Transforming Haringey's highways infrastructure.

- 6.1 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. A highway in good a condition 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.

- 6.2 Keeping the highway network in good condition requires a consistent and regular programme of road maintenance. Effective road maintenance can have a dramatic and immediate impact upon lifestyle. Well maintained roads are an important factor in accident prevention, while enabling a more comfortable ride in traveling throughout the borough. This means that commuters and goods are more inclined to arrive at their destination sooner, whilst reducing the likelihood of any vehicle damage from surface defects and potholes.
- 6.3 The Council has made considerable progress in improving highways assets having spent in the region of £60m in the past 5 years. In terms of carriageway and footway maintenance, this spend resulted in restorative works on approximately 45.5 km of carriageway and 37.5km of footways. Other works also relate to several thousand reactive repairs (including potholes), and repairs to several bridges, including waterproofing Muswell Hill Road bridge and the installation of safety measures on the Archway Bridge. Major works have been carried out to two listed building structures (The Bank Highgate, Chapel Wall Highgate), together with improvements to the Park View subway and to the North Hill retaining wall.
- 6.4 Street lighting lanterns have been converted to light emitting diode (LED) technology, which is more energy efficient, and requires less maintenance ensuring a more consistent level of service. This is also supported by the implementation of a central management system (CMS) across the borough's highway network. This allows the Council to detect and rectify faulty lighting more rapidly. The street lighting programmes also involved the installation of additional lighting (columns and lanterns) replacement of several hundred street lighting columns.
- 6.5 Significant improvements have also been made to the highways drainage systems. Further information is available on gully cleansing and flood water management in the Local Flood Risk Management Strategy and 5-year Delivery Plan report, as presented at the meeting of Cabinet in March 2025.
- 6.6 While maintenance requirements will always exceed funding levels, the Council is determined to ensure that, during a time of relatively scarce public resources, the backlog of maintenance is contained. Works must therefore be targeted to achieve the most efficient use of funding. This is also critical in achieving the longer-term aspirations set out in the Highway Asset Management Strategy (HAMS). To this end, and to ensure maximum value for money, works programmes over the coming 5 years will include: –
 - Works targeting the most critical sections of carriageways and footways,
 - Works that will extend the operational life of highway network assets, thereby avoiding greater costs should further deterioration occur,
 - Deployment of a range of innovational treatments that will involve shallower reconstruction achieving a cost saving while limiting the extent of the intervention and achieving a reduction in the carbon footprint of

maintenance works. The current works contracts used for the maintenance of the Council's highway assets will terminate in 2027 and, when developing new contractual arrangements, the opportunity will be taken to encourage a risk sharing model to facilitate the introduction of innovation including where emerging new carriageway and footway treatments are concerned.

- 6.7 The investment in Haringey's highways infrastructure discussed in this report relates to footways, carriageways, structures, non-illuminated street furniture, street lighting and illuminated street furniture assets, but excludes investment in gully cleansing (which is revenue funded) and also road gully repairs (which are detailed in the Local Flood Risk Management Strategy and 5-year Delivery Plan report previously presented to Cabinet).
- 6.8 Some £35.775m of the investment as identified in the MTFs for the next 5 years is for major maintenance works on our roads and footways, responsive maintenance, and other ad hoc improvements to our network. This longer-term investment plan will allow the Council to carry out a rolling programme of major resurfacing and footway works thereby making an impact on the condition of our highways. The area of footway and road to be resurfaced will vary and be dependent upon the result of the annual condition surveys and the type of treatments as designed and available at that time. However, it is estimated that, over the five-year period for major maintenance works, some 27km of roads will be resurfaced and 34km of footways will be reconstructed.
- 6.9 Should any additional funding be allocated to the Council, where possible, these funds should in the first instance be considered to reduce the Council's borrowing.
- 6.10 The Department for Transport announced in December 2024 that Haringey Council would receive £571k in 2025/26 for highway maintenance as part of a national allocation of £500m. However, 25% of the £571k (i.e., £142.75k) is to be the subject of a performance assessment process that was shared with all local authorities by the Department for Transport on 24th March 2025.
- 6.11 In essence, the Council must compile information regarding the road lengths and condition of its A, B and C classified and unclassified road network, the number of potholes it has historically filled, the level of revenue and capital expenditure on highway maintenance and its overall highway maintenance strategy (with the latter already addressed by the Council's previously adopted HAMS and the 5-year delivery plan set out in Appendix 4 to this report).
- 6.12 This information must all be set out in a "Local highways maintenance transparency report" that must be published on the website by 30th June 2025 and shared with the Department for Transport. Officers consider that the Council will be able to meet the performance assessment process expectations and secure the £142.75k 'incentive fund' component.

7 Highways Investment Plans

- 7.1 The range of assets covered by the 5-year delivery plan are detailed in the sections below together with the processes deployed to prioritise maintenance works. The list of works identified following that process will be published on the Council's website. Ward Councillors are major stakeholders and will be kept informed of plans for their respective wards in advance of programmes being published.
- 7.2 Investment in Haringey's (non-lighting related) highway infrastructure assets are broken down annually 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

- 7.3 Over the five-year period, £23.3m will be invested in highways resurfacing, and footway relaying.
- 7.4 As discussed earlier in this report, during the first three years of the delivery Plan, there will be focussed investment on planned carriageway and footway maintenance work within the vicinity of venues associated with the Borough of Culture, and in readiness for the hosting of the UEFA European Football Championships (Euros), at the Tottenham Hotspurs Stadium in 2028.
- 7.5 To identify opportunities for alignment, and to avoid duplication, highway officers will be liaising with other service areas over any other funded proposals within the proximity of locations associated with the above events including bus priority, road danger reduction, section 106/278 agreement work relating to new development, and community infrastructure levy (CIL). Further to this, a process will be developed that will include the mapping of all emerging proposals from these other investment streams to ensure an integrated approach to the delivery of improvements
- 7.6 The estimated funding split set out in the table at Appendix 1 reflects the objective of ensuring that all approach roads are safe in view of the expected increase in footfall associated with those events.
- 7.7 All highway maintenance schemes are prioritised using:
- The Highways Asset Management Strategy and associated Highways Asset Management Plan,
 - Borough wide survey inspections carried out annually,
 - The methodology used for scoring maintenance scheme proposals (set out in paragraph 7.8 below),
 - The Highways Safety Inspection Manual.
- 7.8 The maintenance scheme scoring methodology used is based on the following.
- Borough wide condition survey scoring,

- Engineer's visual survey,
- Network hierarchy, and the importance of place,
- 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, medical practices etc) are on the road.

7.9 The resulting annual works programme is finalised after taking into consideration requests from residents or Ward Councillors representing the interests of their constituents, detailed officer inspections, and applying the above scoring system to determine where additional treatments need to be included in the finalised works programmes.

7.10 A key consideration over the term of this plan will be the highways contribution to placemaking and regeneration programmes. This will include working cross-Council and with partners to improve the physical presence of town centres, as well as delivering works identified through Tottenham Voices and the Reshaping Tottenham Programme.

7.11 Alignment of works is likely to extend to the activity set out in the Road Danger Reduction, Parking and Flood Water Management Investment/Delivery Plan reports already presented, being presented or to be presented to Cabinet.

Highways structures, e.g., bridges and retaining walls.

7.12 As the local highway authority, the Council's responsibilities extend to highway structures, of which there are 49 comprising bridges, retaining walls, a subway and a culvert. Those structures are closely monitored and regularly inspected following nationwide standards, and these inspections 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), and/or from Haringey Council capital.

7.13 The costs for major bridge works are variable and often can be in the region of millions of pounds, as reflected in the specific funding of £2.1m for repairs to bridge structures in Ferry Lane, Cornwall Road and Wareham Road, all planned for delivery in year one of the Delivery Plan. Structures require maintenance to extend their lifespan and reduce the risk of the significant disruption and substantial costs associated with major repairs.

7.14 A programme of structural surveys and minor reactive/preventative maintenance is therefore included in the works programme, and this will extend the life of structures before major interventions are necessary. The types of repairs typically include bridge waterproofing, brickwork repairs, concrete repairs, and rectification of damage by vehicle strikes or due to vandalism.

7.15 The bridge structure supporting a footway on the south side of Ferry Lane was inspected and found to be in a poor condition - including 2-3mm of section loss to the steel cantilever frame elements, as well as complete section loss to the central cantilever frame. The concern is that, if the steel structure to the footway

is not repaired and waterproofed, the footway will have to be closed, impacting an important pedestrian route adjoining Tottenham Hale station and the retail centre. A structural report with feasibility options is being developed.

Non-illuminated street furniture e.g. bollards and posts.

- 7.16 A capital investment of around £1m will be used for the essential replacement and repair of highways street assets such as bollards, benches, signs, signposts, and planters. This will also involve the replacement of bollards with trees where possible to improve the local area and help improve air quality. This is included in the sum under the heading “Structures, non-illuminated furniture” in the table in **Appendix 1**.

8 Street lighting investment plans

- 8.1 £4.925m will be invested over the term of the plan in street lighting and illuminated street furniture assets on the highway network.
- 8.2 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 often do not feel safe walking alone at night.
- 8.3 The Council maintains approximately 14,860 street lighting columns with light emitting diode (LED) technology across the borough’s highway network. This is in addition to some 2,120 illuminated signs.
- 8.4 This light replacement programme also involved bringing lighting standards in all roads up to the national standards that applied at that time.
- 8.5 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 out in the lighting design guides, considering 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 especially where there are mature trees that can obscure lighting levels output.
- 8.6 The street lighting central management system (CMS), which is now operational, allows the Council to detect and rectify faulty lighting more rapidly. 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. Over the last 18 months or so, around one-third of the street lighting CMS has been upgraded to 4G technology from the originally procured 3G technology to overcome operational performance and conflict between LED lanterns and the CMS ‘nodes’ at various locations across the borough. Over the term of this plan, it is expected that all nodes will transition to 4G technology.
- 8.7 The level of investment required annually is primarily dependent upon the results of ongoing structural and electrical testing which is carried out over a 6

years' cyclical programme (required to ascertain the levels of corrosion and deterioration).

- 8.8 At present, it is estimated that 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 the lighting columns residual life as good asset management, and this is in line with the requirements of the Well-Managed Highway Infrastructure: A Code of Practice
- 8.9 The street lighting replacement investment programme includes funds for the replacement of any priority columns that have been principally identified through the structural and electrical inspections and testing regimes, 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 collapses.
- 8.10 The emphasis on prioritising the street lighting programme also includes for tackling those locations to make Haringey's residents feel safer at night particularly for women and girls, as well as responding to the condition surveys that clearly shows that lighting column replacements are necessary.
- 8.11 Whilst the Council maintains the street lighting stock through its contractor (Marlborough Highways) and the CMS service provider, street lighting will not work without a functioning electrical supply. In that respect, the Council is reliant on UK Power Networks to maintain that electrical supply and, when it is not functioning correctly, to put it back into operation as swiftly as possible.
- 8.12 When street lighting faults are reported to the Council, an engineer or Marlborough Highways needs to investigate the source / cause of the problem. A decision is then made whether it can be rectified by the contractor or there is a more fundamental supply problem that can only be addressed by UKPN.
- 8.13 UKPN follows a nationally agreed timescale with OFGEM for dealing with such faults. 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. 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.
- 8.14 The status of the power supply problems are shown on [UK Power Networks - Street Furniture Fault Map \(External Site\)](#). It is estimated that there are currently around 60 faults with UKPN, and this can vary daily.
- 8.15 The estimated split in funding for street lighting over the 5-year plan is included as Appendix 2.

9. **Moselle Culvert**

- 9.1 The Moselle River runs across the borough from Highgate to Tottenham. The river was culverted along its full length in the 19th century, which was

constructed predominantly from brickwork. The culvert runs under the footway of Tottenham High Road and has been damaged from vehicle loadings in many places. One section opposite the THFC stadium has suffered from a partial collapse. As a result of this damage, the culvert sections need to be protected from vehicle loadings. Due to its poor condition, costs and the complexity of the work, repairs cannot be carried out immediately.

- 9.2 Temporary traffic management works were installed with effect from 24th March 2025 and entailed the temporary closure of one lane of Tottenham High Road near the Ruskin Road junction, in conjunction with barriers being installed at three junctions to the High Road (at Moselle Place, Whitehall Street and Brereton Road). Vehicles can access properties in these closed roads by using diversion routes and from the lifting of other existing traffic restrictions. The date for the removal of these traffic restrictions will be confirmed once the strengthening works have been carried out to this culvert.
- 9.3 The strategy for long term repairs of the culvert is being developed and then costs estimated to enable future capital bids. Only part of the affected length of culvert has been surveyed thus far and this survey work is proceeding at present but the repair costs are anticipated to be millions of pounds.

10. Service Development

- 10.1 The highway and street lighting maintenance contracts will be renewed in 2027. It is the intention to align both contracts through one tender exercise at that time. This will streamline contract management requirements which, supported by robust client management, will provide commercial assurance regarding the delivery of projects and in the day-to-day management of maintenance works.
- 10.2 It is also the intention to pursue the development of a risk sharing model to facilitate the introduction of innovation including emerging new carriageway and footway treatments. The certainty of funding for a 5-year plan should result in a perceived reduced risk to contractors tendering for the work and thereby encourage more competitive rates.
- 10.3 The Highways Service will continue to assess the value for money achieved through the current contract arrangements and review all options to improve them. This active contract management (and, where appropriate, implementing separate tender processes to encourage competitive bids for larger capital projects and consultancy support) will ensure continuity in getting the best value for money spent.
- 10.4 The re-tendering of the Confirm Asset Management System will enable more efficient and effective management of maintenance programmes, works ordering, mobile working and improved customer information and reporting. The contract for the current system expires at the end of November 2025 and new arrangements will need to be finalised well in advance of that date.

- 10.5 While essential, highways and street works can cause major disruption on the highway network. This disruption can still occur, despite the current co-ordination of works undertaken by the Council's Network Management Team.
- 10.6 The Council is committed to making life easier and safer for everyone who uses our roads. To this end, during the term of this Delivery Plan, the Council intends, subject to approvals and consultation, to promote the introduction of a lane rental scheme.
- 10.7 Lane rental schemes are designed to give local authorities better control of road and street works that take place on their road network. The core objective is to reduce the amount of lost time to drivers and the stress caused by those works. It involves reducing disruption to the most sensitive parts of the network, at the most sensitive times, and encouraging the undertaking of works at the least disruptive times for road users as well as the early completion of works. Officers are currently investigating the viability of a lane rental scheme for Haringey with TfL and the DfT. Such a scheme will be subject to a separate local approval process before being signed off by the Secretary of State. The implementation of a lane rental scheme could take up to 18 months.
- 10.8 In the meantime, the Council will provide better information on road and street works on Haringey's road network. The implementation of a new text messaging service is underway and will allow residents to receive information on forthcoming planned works in the borough. This advance warning will allow residents who need to drive, to plan their journey to best limit delays. This is in addition to the information currently provided on the Council's website. Emergency situations will continue to arise, where notice cannot be given, and the Council will use social media and local networks to raise awareness of those works.

Transport Strategy

- 10.9 The Council's 2018 Transport Strategy set out the strategic vision, objectives, and priorities on the future of transport in Haringey over the following 10 years. The Strategy outlined the role that HSLIP projects and programmes play in achieving this. However, the Covid-19 pandemic, the cost of living crisis, the war in Ukraine, the emergence in 2022 of the Vision Zero approach for road danger reduction in Haringey and the development of other new strategies and policies collectively indicated that the 2018 Transport Strategy should be reviewed.
- 10.10 Preliminary feedback from the consultation on a new Safe and Sustainable Transport Strategy firmly indicates that investment in maintaining the borough's highway network is highly important. However, it also indicates a need for improvement in accessibility. For example, this would mean that, when footway works are undertaken, suitable dropped crossings at junctions are available and street benches are provided (where this is appropriate, viable and will not cause anti-social behaviour).

- 10.11 Whilst the content of the emerging Safe and Sustainable Transport Strategy will continue to develop, there is a clear indication that the accessibility challenges faced by Haringey's residents need to be more fully addressed. A mechanism to secure formal input from those with lived experience of current difficulties to shape local transport and highway infrastructure will be developed through an appropriate accessibility reference group.

11 Engagement

- 11.1 The Council is committed to ensuring that, where possible maintenance, programmes are co-designed with local communities.
- 11.2 Schemes identified for works within the capital programme are initially developed by highway, structural and electrical engineers in accordance with national, regional, and local standards of prioritisation and best practice. Clear information regarding planned maintenance programmes is made available in an accessible way through the Council's website and in good time to minimise any inconvenience when the 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 including institutions of the major future maintenance works proposed that are nearby. 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. The Council has recently introduced a text alert service to residents that sign up for this, informing them of any major traffic management issues as they occur within the borough.

12 Contribution to strategic outcomes

- 12.1 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 set out in the Corporate Delivery Plan, Transport Strategy, and Climate Change Action Plan objectives.

- 12.2 The 5-year Highways and Street Lighting Delivery Plan supports cross-cutting priorities within the Corporate Delivery Plan 2024-2026 relating to safe, clean and green neighbourhoods, and reducing carbon emissions. The projects and programmes in the Delivery Plan will contribute to these priorities by improving the public realm and road network condition, reducing road traffic collisions, improving accessibility for all road users, in particular pedestrians and cyclists and motorcyclists while also achieving reduced carbon emissions from highway maintenance through ongoing reviews of materials and methods used in the highway maintenance programme
- 12.3 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.
- 12.4 The Council's Local Plan - Haringey's Local Plan sets out the Council's key planning policies, which include a focus on sustainable transport.

13 Carbon and Climate Change

- 13.1 Recycled materials are extensively used in highways maintenance works, and particularly for fill materials and road asphalt.
- 13.2 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 this target.
- 13.3 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 highways contracts, Marlborough Highways Ltd has pledged to plant one sapling in the borough. In 2024, the Council received 31 trees of girth 12-14cm, in lieu of saplings, for these to be planted in Council parks.
- 13.4 The investment in road resurfacing will include treatments that reduce CO₂ emissions including 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. Other lower emission treatments will be rolled out following ongoing reviews facilitated by quarterly innovation forums attended by Marlborough Highways covering emerging new treatments and such future innovations could include the introduction of biogenic components (plant-based materials) in the bitumen.
- 13.5 Other technological developments include the use of graphene to modify the bitumen to extend its life. In addition, high performance asphalt can be specified on highly trafficked roads as it can be laid at shallower depths without a

deterioration in its performance. For example, single layer higher performance asphalt is used, where appropriate, in some principal roads rather than the traditional two layers of asphalt that are usually required. This single layer has a reduced depth over the two-layer process, it can be laid quicker, and its higher performance increases the lifespan of the material due to the addition of polymer modified binders in the bitumen. During a 12-month period between July 2023 and June 2024, Marlborough Highways identified that it had saved 466 tonnes of CO₂ through its carbon-conscious approach to highways maintenance.

- 13.6 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 also left in situ and reuseable slabs are stored at a Council depot.
- 13.7 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.
- 13.8 Schemes will be designed considering their cost, durability, whole low life carbon use, and sustainability so that the circle economy of the materials being reuseable is considered in the design. Factors also considered include the availability of the materials, and any 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.
- 13.9 First time fix in highways reactive maintenance will be carried out, where practicable and viable. Officers will give further consideration to the use of the several pothole filling materials that are on the market which are reported to be "greener" solutions. A cold lay surfacing material is proposed to be used for some pothole repairs as a single site visit product. This product has the advantage of being able to be laid in two minutes and allows traffic immediate access. This material replaces solvent with a vegetable oil, which means that the overall production of this product is a carbon quenching process.
- 13.10 LED lanterns significantly reduce energy consumption, improving the Council's carbon footprint.
- 13.11 In new highways schemes and major lighting maintenance works, within 20mph zones, street road signs, other than warning signs, will not be illuminated to comply with current regulations requirements.
- 13.12 The CMS allows for remote control of lighting levels and thus the potential for reducing energy use of lanterns.

14 Statutory Officers' comments

Finance

- 14.1 This report sets out a 5-year delivery plan for highways maintenance. The Council has approved investment of £30.85m for Borough Roads (including structures) and £4.925m for Street Lighting over the next 5 years. £571k of DfT

funding has been identified for 25/26 although a quarter of this is subject to an award process that requires a report setting out the use of the funding being produced and publish on the Council's website by June 2025.

- 14.2 Within the approved General Fund Capital Programme, the Street Lighting budget contains £0.075m of funding for festive lights that are assumed to be funded externally.
- 14.3 Should any additional funding be identified, it should where possible replace any borrowing that the Council is undertaking so that the investment level is retained but the Council contribution is reduced. Any additional DfT or TfL funding awarded to Haringey will be added to the budgets. **Appendix 1 and 2** to this report sets out the allocation to individual programmes. The table below sets out the MTFS 25/26 to 29/30.

	25/26	26/27	27/28	28/29	29/30
Street Lighting	£0.925m	£1m	£1m	£1m	£1m
Borough Roads	£4.75m	£6m	£6m	£6m	£6m
Highway Structures	£2.1m	0	0	0	0
Confirmed DfT funding	£0.428m				
Provisional DfT Funding	£0.143m				
Total	£8.346m	£7m	£7m	£7m	£7m

- 14.4 The capital budget allocations will be subject to the annual capital programme review. This may change the overall level of investment.

Legal

- 15.1 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.
- 15.2 This report seeks approval for the Highways and Street Lighting 5-Year Investment Plan. which is a decision that Cabinet can take in accordance with the Council's Constitution.

Strategic Procurement

- 16.1 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.

- 16.2 The highways work will be procured through the existing highways maintenance contracts or subject to any subsequent procurement decisions at the appropriate time.

Equality

- 17.1 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.
- 17.2 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.
- 17.3 Identified equalities can include several disproportionate impacts that may occur on groups with protected characteristics because of the implementation of the delivery plan.
- 17.4 The key beneficial impacts of the proposals for investment on the network include:
- Improved access to facilities will benefit all Haringey residents and visitors, especially those with protected characteristics such as older people, those with disabilities and children.
 - Safer roads, less congestion and reduced levels of pollution are likely to benefit people 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 well-lit network by cycling or walking is likely to improve the health and wellbeing of all residents and visitors but particularly children, disabled people with mental health needs and even BAME individuals who are known to experience disproportionately greater health inequalities.
- Reduced levels of pollution by greater use of walkways and cycling networks are likely to be especially beneficial to children, pregnant women, older and/or disabled people with respiratory illnesses.

- 17.5 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 large individual schemes, including full EqIA's where appropriate, so that we can mitigate any negative impacts that may arise through that specific scheme.
- 17.6 Improvements to the highways network may increase walking and cycling throughout the borough which can improve the health and wellbeing of those groups with protected characteristics who are known to experience disproportionately greater health inequalities such as BAME individuals, women and the elderly.
- 17.7 The communication and engagement measures set out in Appendix 3, 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.
- 17.8 While the ambitions of the works proposed are likely to have an overall 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 might include the use of less-safe crossings, or taking routes that may put them in potential danger due to local community/gang tensions.
- c) Disability (physical) - there is a risk that works taking place to upgrade footpaths could temporarily 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 or who are likely to travel longer distances to get 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 disproportionate 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.

17.9 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.

18 Use of Appendices

Appendix 1 – Highways Asset Investment Plan – 2025/30

Appendix 2 – Street Lighting Investment Plan – 2025/30

Appendix 3 – Consultation Methods Plan

Appendix 4 – Highways and Street Lighting 5-Year Delivery Plan.

19 Background Papers

- Corporate Delivery Plan 2024-2026
- Transport Strategy 2018
- Cabinet report: 2025/26 Budget and 2025-2030 Medium Term Financial Strategy Report - 11 Feb 2025.
- Local Plan

APPENDIX 1 HIGHWAYS ASSET INVESTMENT PLAN
Carriageway & footway summary capital programme estimated split (£k).

Programme Area	25/26	estimated split 26/27	estimated split 27/28	estimated split 28/29	estimated split 29/30	Total
Council Capital	4,750	6,000	6,000	6,000	6,000	28,750
Confirmed DfT funding	428.25					428.25
DfT provisional funding**	142.75					142.75
Total Funding	5321					29,321
Euros and Borough of Culture-related maintenance	774	1,000	1,000	0	0	2,774
Principal road maintenance	242	300	300	350	350	1,542
Classified and unclassified roads resurfacing	1412	1600	1600	2243	2243	9098
Footway planned maintenance	1336	1200	1200	1500	1500	6736
Short section footway, carriageway & highways marginal land maintenance	350	693	700	700	700	3,143
Responsive maintenance	820	820	820	820	820	4,100
Structures, non-illuminated street furniture	387	387	387	387	387	1935
TOTAL	5,321*	6,000*	6,000*	6,000*	6,000*	29,321*
Capital one year funding for bridge repairs in 25/26	2,100					2,100

* Subsequent years' DfT funding subject to confirmation

**Provisional DfT funding requiring a report setting out the use of the funding being produced, and publish on the council's website by June 2025

(More detailed programme information will be published on the Council's website on an annual basis)

APPENDIX 2 - STREET LIGHTING INVESTMENT PLAN

Street lighting summary capital programme estimated split (£k)

Programme Area	25/26	estimated split 26/27	estimated split 27/28	estimated split 28/29	estimated split 29/30	Total
Column & LED lanterns	580	655	655	655	655	3,200
Responsive Maintenance	225	225	225	225	225	1,125
Electrical and Structural testing	120	120	120	120	120	600
TOTAL	925	1,000	1,000	1,000	1,000	4,925

(More detailed programme information will be published on the Council's website on an annual basis)

APPENDIX 3 – Consultation / Notification Methods

The various highways schemes developed through this delivery plan will be subject to 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 (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 Council has recently introduced a text alert service to residents that sign up for this, informing them of any major traffic management issues as they occur within the borough.

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 and Street Lighting 5-Year Delivery Plan