

Written questions:

1. **Cllr Martin Newton to Cabinet Member for Environment: How often are gulleys in the borough cleaned and please provide the schedule for gully clearances/cleaning?**

There are approximately 14,500 public highway gullies in the borough. Of these 6,900 are prioritised as they are in parts of the borough designated as flood risk areas and are programmed to be cleaned at least once every two years. Other gullies in the borough are managed on a responsive basis.

Please see attached the current programme below and associated map at appendix 1:

2 Years – CDA Gully Cleansing Programme			
CDA_Area No	CDA Area Group Code	2017/18	2018/19
1	Group4_073	Jul-17	Jul-18
2	Group4_010	Aug-17	Aug-18
3	Group4_075	Dec-17	
4	Group4_009	Dec-17	
5	Group4_063	Dec/Jan-17	
6	Group4_061	Jan-18	
7	Group4_057	Feb-18	
8	Group4_056	Mar-18	
9	Group4_055		Apr-18
10	Group4_062	Mar-18	

2. **Cllr Dave Beacham to Cabinet Member for Housing, Regeneration and Planning: What contractual protections have been put in place to ensure that the public will continue to have access to Hornsey Town Hall and Green?**

Full Council Dec 4th 2017

The developer is entering into a legally binding agreement with the Council, which includes a community use and access agreement (CUA) for Hornsey Town Hall and the Town Hall Square (this includes the green at the front of the town hall).

The CUA includes the following activity within the definition of community use: civic, educational, cultural, charitable, health and wellbeing, theatre, film screenings, music and performing arts, art exhibitions, and temporary, start-up workspace and also sets out which spaces within the building should be focused on community access and use.

The CUA commits the developer to maintaining the town hall square as publicly accessible open space.

3. Cllr Gail Engert to Cabinet Member for Housing, Regeneration and Planning: Is it possible under planning regulations for an apartment hotel to be converted into residential properties for sale or rent and if so are there any steps the council can take to prevent this?

There is no scope within the General Permitted Development Order (GPDO) that would allow a change of use of this nature without planning permission. In order to convert any apart-hotel or hotel use to conventional residential accommodation, planning permission is required.

Generally speaking, if any applicant were to approach the Council following a grant of planning permission to convert a consented apart-hotel or hotel (Use Class C1) to conventional residential use (Use Class C3), such a proposal would be unlikely to be supported in planning terms as the design of apart-hotels (while generally suitable for shorter term visitors stays) would likely not meet with London Plan residential quality standards in relation to unit size and private amenity space, amongst other considerations. There may also be policy conflict in relation to unit mix and other considerations.

4. Cllr Viv Ross to Cabinet Member for communities: How many crimes involving mopeds, have been reported in Haringey this year?

During the period from October 2016 to September 2017 there were 1,183 incidents of moped related crimes within the borough.

5. Cllr Bob Hare to Cabinet Member for Housing, Regeneration and Planning: Please provide a list of all CIL liability notices that have been issued up to March 2017, with the date of issuing, the amount owing, the date payment was due and what amount has been paid?

CIL liability notices are issued when planning permission is granted, however the payment is not due until 60 days after the commencement of development.

Planning permissions last for 3 years and as such some CIL liabilities may never be paid if

development does not commence and permission lapses and others take some time to become due. Appendix 2 shows the current position.

6. Cllr Liz Morris to Cabinet Member for Environment: How many street sweepers are employed in Haringey by the council's contractor and how often are streets in Haringey swept?

Veolia deploys up to 110 street sweeping staff per day, including barrow beats, mobile sweeping teams and Homes for Haringey sweeping teams. At weekends the number is reduced as sweeping is restricted to zone 1 (High Street) areas.

The sweeping frequencies range from constant presence on main roads such as Tottenham High Rd and Wood Green High Rd (shifts covering the period from 6:00am to 9:45pm) to daily, 3 times a week, or 2 times a week on other main roads. Residential roads are swept once a week.

7. Clive Carter to Cabinet Member for Finance: Please provide a breakdown of the last 4 years of spending by the council on MIPIM property conference in Cannes, including accommodation, travel, passes, stall costs, staff time, materials etc.

Item	Cost 2014 (3 delegates)	Cost 2015 (4 delegates)	Cost 2016 (4 delegates)	Cost 2017 (5 delegates)
Cost of exhibiting at MIPIM: includes passes, stall and event costs.	£18,827.24	£21,885.00	£20,560.00	£34,510.74
Accommodation Costs	£1,731.00	£3,250.00	£3,768.00	£5,800.00
Travel Costs	£1,516.25	£2,711.39	£4,299.92	£3,661.70
Total Gross Cost	£22,074.49	£27,846.39	£28,627.92	£43,972.44
Sponsorship	£13,000.00	£15,000.00	£15,000.00	£16,300.00
Total Net Cost	£9,074.49	£12,846.39	£13,627.92	£27,672.44

*staff time is covered as part of officers business as usual role and responsibilities

Details of attendance at MIPIM are published annually and can be accessed here: <https://tottenham.london/invest/events>

8. Cllr Pippa Connor to Cabinet Member for Adult Social Care and Culture: Please provide a breakdown of the time taken for users to travel to the Dementia Hub at the Haynes Centre.

The Haynes Dementia Hub is an in-house service providing personal care and day opportunities to clients referred by Haringey adults social care, as well as day opportunities, information and support to Haringey residents living with dementia and their families.

Clients referred by adult social care travel to and from the Hub in various ways depending on whether they have an unmet travel need and whether they have their own travel assets, for example a mobility allowance, taxi-cards, access to family escorts or bus passes.

Of the current clients, 19 use the Hub's mini-bus, and 19 use a variety of individual travel options depending on their circumstances, including dial a ride, taxi and family escort. Time taken for users to travel to and from the Hub will therefore vary depending on the model of travel, and whether a group or an individual travel option and the proximity of a user's home to the Haynes.

Transport to and from the Hub is provided to clients where there is an unmet need for travel support and an assessment has been carried out that transport can be offered safely and effectively.

The Hub's transport provision is a 15 seat mini-bus (or 11 seats and one wheelchair), and one full time driver/support worker. This provision supports the service's full day opportunities offer. Outside of transporting service users to and from the Hub it is available to enable Hub users to access other, community-based day opportunities. A Hub mini-bus user can spend between 20 minutes and 1 hour 45 minutes on the bus per journey. Each day the service operates two routes, the first around the west/central areas of the borough (N10, N9, N8 and N22), and the second around the east of the borough (N1, N15, N4). Each route takes between 1.5 to 2 hours to complete, with pick up/drop offs typically every 5-10 minutes.