

London Borough of Haringey

Infrastructure Delivery Plan

Update

April 2013

London Borough of Haringey

INFRASTRUCTURE DELIVERY PLAN UPDATE

Summary

1 Introduction

- 1.1 The London Borough of Haringey has adopted its Local Plan: Strategic Policies in March 2013. The Local Plan: Strategic Policies DPD **takes forward the priorities of Haringey's** Sustainable Community Strategy, and other plans and strategies. It identifies a vision for Haringey as a place to live, work and visit. It contains key planning and regeneration policies and an implementation framework to deliver the vision up to 2026.
- 1.2 The Local Plan: Strategic Policies DPD outlines how the Council will deliver local and strategic development needs including housing, employment, and leisure and retail provision. It will address the key issues of getting the right development in the right place, ensuring high quality design, and ensuring that appropriate infrastructure is provided to make places attractive, sustainable and successful. To achieve this, it is important to set out a high level assessment of infrastructure requirements and priorities.
- 1.3 The London Plan (2011) has identified a housing target for Haringey of 8,200 new homes for the period between 2011 and 2021. If this pace continues at an average of 820 homes until 2026, this will mean over 10,600 new homes overall (from 2013-2026).

Community Infrastructure Needs

- 1.4 The infrastructure that will be needed to support future growth over the next 15 years has been assessed in the Community Infrastructure Study (2010) as part of the Local Plan making process. The study is a **“working paper” setting out the local planning authority's** understanding of infrastructure needs arising. It incorporates an assessment of existing facilities and is developed through engagement with service providers and stakeholders. It serves a range of purposes including:
 - Support the delivery of the outcomes envisaged in the Sustainable Community Strategy
 - Support the delivery of the Local Plan: Strategic Policies, and other Development Plan Documents
 - Help to identify the possible need for financial contributions associated with individual planning applications and **form the basis of a tariff system for defining developers' contribution to infrastructure needs which stem from the housing growth**
 - Inform relevant partners of social infrastructure requirements associated with planned housing development and population growth
 - Create a corporate community of stakeholders within the borough to ensure consideration of community infrastructure in future development, planning and policy

- 1.5 One of the key aims of the Community Infrastructure Study is to ensure that service deliverers throughout the borough are fully aware of future growth in Haringey, and all stakeholders are sharing information and forward planning requirements.
- 1.6 The main study incorporates an assessment of existing facilities and has been developed through engagement with officers in Council services and other service providers and stakeholders. We have collated information and carried out assessments where practical and relevant on the following community infrastructure areas:
- Health
 - Education
 - Social Care
 - Libraries and Museums
 - Open Spaces
 - Leisure and Sport
 - Emergency Services
 - Transport
 - Waste, Water Supply and Sewerage
 - Energy and Telecommunications Infrastructure
 - Community Facilities including youth facilities
- 1.7 In developing this report, the methodology included consultation with statutory and other providers of services in Haringey. Workshops have been held to review current provision, identify current deficits and surpluses, and quantify additional requirements for services associated with population growth and future housing capacity, based on a range of national and regional standards, local models of service delivery, as well as case studies.
- 1.8 Whilst as much reference as possible has been made to national and regional standards, it is recognised that local service providers are best placed to make judgements about the models of service delivery required in the borough. The CIS is intended to be a starting point for the analysis of infrastructural requirements in Haringey over the Local Plan period. One of the key outcomes was alignment between all partners on future requirements, incorporating both current and evolving local models of service provision.
- 1.9 The outcome of the initial **study supported the Haringey's Local Plan formerly called the Core Strategy** (Submission draft) specifically the policy on Community Infrastructure SP16 and a schedule of Key Infrastructure Programmes and Projects in Appendix 3. (Infrastructure Delivery Plan- IDP). The list of key projects were updated in July 2011 for the Examination in Public for the Local Plan. WEBLINK TO Local Plan supporting documents http://www.haringey.gov.uk/index/housing_and_planning/planning-mainpage/policy_and_projects/local_development_framework/corestrategy/corestrategysubmission.htm#suppdocs
- 1.10 The health organisations in the borough prepared a specific Health Infrastructure Plan (HIP) in 2011 which was reported to the Health and Well Being Board in September 2011. This updates the Health section of the Community Infrastructure Plan. However due to changes

to the service delivery models for the NHS in general the HIP needs further updates.
Weblink www.minutes.haringey.gov.uk/mgConvert2PDF.aspx?ID=25158

The Infrastructure Delivery Plan Update

- 1.11 The outcome of the initial study supported the Haringey Local Plan (formerly the Core Strategy) Submission draft, specifically the policy on Community Infrastructure SP16 and a schedule of Key Infrastructure Programmes and Projects in Appendix 3 (Infrastructure Delivery Plan- IDP). The list of key projects was updated in July 2011 for the Examination in Public of the Local Plan.
- 1.12 Since 2011, some of the infrastructure projects listed in the 2011 IDP have been **implemented. The progress is reported in Haringey's Annual Monitoring Report 2011/12.** This current document provides further updates on the future infrastructure needs as collated in early part of 2013.
- 1.13 The health organisations in the borough prepared a specific Health Infrastructure Plan (HIP) in 2011 which was reported to the Health and Well Being Board in September 2011. This updates the Health section of the Community Infrastructure Plan. However due to changes to the service delivery models for the NHS in general the HIP needs further updates.
- 1.14 This update meets two aims. Firstly the infrastructure requirements of the Local Plan: Strategic Policies DPD are identified here. Secondly, funding gaps which could be contributed towards by the adoption of a Community Infrastructure Levy have been identified.
- 1.15 Where known, funding requirements including identified funding gaps have been included. It is recognised that these may be subject to change as future revenue streams are subject to change over the Local Plan period.
- 1.16 Identified funding gaps are summarised at the conclusion of the document in order to understand the potential funding shortfall that the Community Infrastructure Levy may contribute towards.

Development Assumptions and Geographic Focus

- 1.17 Between 2013-2026, 10,660 (13 x 820 dwellings per annum) new units will be delivered in Haringey as allocated in the 2011 London Plan.
- 1.18 The Council aim to focus Haringey's growth in the most suitable locations. Haringey Heartlands and Tottenham Hale are identified as growth areas in the draft Local Plan: Strategic Policies DPD. Other Areas of Change identified in the adopted Local Plan strategic Policies include Wood Green, Tottenham High Road, Seven Sisters and Northumberland Park.

Future Needs

- 1.20 The Community Infrastructure Study indicates that the London Borough of Haringey has relatively good range of community infrastructure and facilities. The services where

investment will be needed to meet the infrastructure needs from the predicted housing growth are discussed below.

2. Education

Early Years

- 2.1 The Local Authority has to ensure sufficient early education places are provided for all 3&4 year olds and from September 2013 eligible 2 year olds. The present provision of places for 2 year olds needs to be expanded from 300 to 700 in 2013 and 1600 in 2014. This will mean providing capital funding for the improvement and development of buildings to suit the needs of 2 year olds and developing and expanding systems for admissions, allocations and payments.
- 2.2 **Our children's centres provide a range of services** for children under five and their families including childcare ante & post natal care, community health services, parent support & education, employment and other information and advice and more.
- 2.3 Systems for the collection and use of data for children's centres, admissions systems for 2 year olds and the collection of childcare fees need to be improved and updated, which **would include children's centres' population data, the provision of data from partners also developing systems that enable parents to pay fees online. The wider use of children's centres is being considered where services such as libraries could be co-located or used to support residents to for example pay bills. Children's centres are developing as a hub for volunteering parents who are supported to develop and enhance their skills, education and qualifications to support them into employment.**

Reception and Primary School Places

- 2.4 Based on the latest available figures (set out in the School Place Planning Report 2012) for primary school places overall (i.e. Reception through to Year 6) the critical date (when there are no surplus places available) was 2011/12 for reception places and is expected to be 2021/22 for overall primary places. Further provision may be required in the Wood Green area to meet demand as a result of Heartlands development. A decision on how school expansion in the Heartlands area will be rolled out will be made following discussion with local schools and an assessment of the available options. The expansion of Rhodes Avenue Primary School in the west of the borough addresses the current high demand in Fortis Green, Muswell Hill and Alexandra wards, and is in addition to the extra provision that will be required as a result of development in Heartlands.
- 2.5 It is anticipated that by September 2014 additional school capacity may be required at Tottenham Hale to respond to new housing developments. The child yield assessment for Hale Village concluded that there is likely to be an increase in demand for up to an additional 60 reception places and 210 primary school places, despite some current surplus capacity across the six local primary schools. Once the number of additional residential units that is likely to result has been established, it will be possible to work out an expected child yield for the development and how this will impact on the current and projected provision of school places in the local area.
- 2.6 Additional primary capacity will be required in the Northumberland Park ward, as the local area is already close to capacity in terms of school places. Detailed work to determine how best to provide this additional provision has been carried out in the past 12 - 18 months,

and initial options suggest that a new site for a primary school would be required. In 2012 the Department for Education (DfE) approved a free school, Hartsbrook E-Act Free School, in Northumberland Park ward, providing two forms of entry. Although this has relieved the pressure locally, its proximity to the London Borough of Enfield and residential development being provided as part of the development of the site on which the school will be located, means that, although a 2fe school, it does not meet projected unmet demand as robustly as it might have done. The school opened in September 2012 on a temporary site in Tottenham Green and is expected to move to the permanent site in Northumberland Park by 2015.

- 2.7 It must be recognised that demand for and surplus capacity of school places is not evenly distributed across the borough and Haringey Council will need to continue to monitor areas where there is very little surplus capacity, as well as those where the surplus has potential to place unacceptable pressure on the financial viability of any given school. This monitoring is done as part of the work of the School Place Planning section of Haringey Council and **reported annually to the Council's Cabinet.**

Secondary School Places

- 2.8 For secondary schools, the borough is projected to run out of overall secondary school places by September 2020 and Year 7 places in 2018 *if* additional provision is not made. A new 6fe secondary school in Heartlands (with capacity to increase to 8fe) opened in 2010. Growth after this period will be accommodated by increasing the Planned Admission Number (PAN) at a number of the existing secondary schools in the borough, and there is capacity in the system to do this.
- 2.9 The Council are also cognisant of the potential for additional free school provision at primary, secondary and special school level as a result of provisions set out in the Academies Act 2010 and The Education Act 2011. The legislation around free schools and academies has a significant impact on the role of the local authority as the strategic commissioner of school places. Academies are responsible for setting their own admissions number and this capacity, with the agreement of the Secretary of State. We seek to work in partnership with existing and new providers to secure a wide range of education options for parents, carers and families whilst ensuring there are sufficient good school places.

Post- 16 pupils

- 2.10 From September 2013 young people will be required to continue to participate in education and training up to the age of 17 under the Education and Skills Act 2008. From September 2015 the participation age will be raised to 18. Pupils will have a choice of how they can continue to participate including by 1) full time education such as school or college, 2) work based learning such as apprenticeships, 3) part time education or training if they are employed, self-employed or volunteering more than 20 hours a week. As a result we can expect that the number of post 16 pupils will increase from September 2013. We are confident that we have sufficient post-16 places up until September 2015 but we will need to continue to track pupil numbers very carefully year on year to monitor this provision. University Technical Colleges (UTC) are a new concept in education offering 14 – 19 year olds the opportunity to take a full time, technically orientated course of study. While there are currently no UTCs in Haringey, provision within the borough in the future may help to relieve the pressure on places created as a result of the raising of the participation age. This may also be the case with Studio Schools which will seek to address the growing gap

between skills and knowledge that young people require and they are aimed at ages 14 – 19 year olds of all abilities. Again, there are currently no Studio Schools in the borough.

- 2.11 The Council’s annual School Place Planning Report sets out a robust assessment of demand for pupil places in Haringey’s Primary, Secondary and Special Schools as well as post 16 places across the borough. The report is informed by data from a number of sources including the Office for National Statistics (ONS) and the Greater London Authority’s (GLA) Data Management and Analysis Group (DMAG). DMAG provide close to thirty of the thirty-three London boroughs with school roll and birth rate projections to enable us to ensure that we continue to plan carefully for the continued upward trajectory in the number of children seeking a school place in our borough year on year.

Table 1 - Education Infrastructure and Investment Needs to 2026				
Infrastructure	Type of project	Potential funding source	Target date	Options considered
Early Years The present provision of places for 2 year olds needs to be expanded.	Increase from 300 to 700 in 2013 and 1600 in 2014.	Capital investment	2013/2014 /2015	Increasing the provision
Primary School additional capacity- West of the borough	Phase 3 of Expansion of Rhodes Avenue Primary School	Capital investment S106	2013	Increasing the capacity of existing schools to be considered during the planning phase.
Primary School additional capacity needed in Tottenham Hale, Haringey Heartlands and Northumberland Park	2fe primary in Tottenham Hale area to meet increased demand as a result of new housing.	Sites and capital investment /S106 /CIL	2013-16	Options on new school site(s) and increasing the capacity of existing schools to be considered during the planning phase.
Primary School additional capacity- Across the borough	Provision of additional reception places across the borough	Sites and capital investment /S106 /CIL	2010-ongoing	Increasing the capacity of existing schools to be considered during the planning phase.
Broad Water Farm Inclusive learning Campus –	To establish a primary and secondary learning campus (ILC) in the borough.	Sites and capital investment /S106	2013	To be completed in 2013
Secondary school additional capacity	To meet the demand as a result of rising birth rate and	Sites and capital investment /S106 /CIL	2018-2020	Increasing the capacity of existing schools to be considered during

	new housing			the planning phase.
Further Education College of Haringey, Enfield and North East London	Aspirations of the College to modernise facilities	CHENEL	2017-2020	

Table 2- Funding Gap Estimates for Education Infrastructure and Investment Needs to 2026				
	Age Range	Investment required £m	Funding available £m	Funding gap £m
Early Years	0-5	28.8	15.0	13.8
Primary	5-11	54.0	53.6	0.375
Secondary	11-16	92.5	36.0	56.5
Tertiary	16-19	23.1	15.0	8.1
Totals		198.0	120.0	78.0

3. Health

- 3.1 The health organisations in the borough chaired by the Barnet, Enfield Mental Health Trust prepared a Health Infrastructure Plan which was reported to the Health and Well Being Board in 2011. The Community Infrastructure Plan study in 2010 and the Health Infrastructure Plan 2011 indicated that the anticipated population growth of the plan period will generate a need for additional GPs, particularly in the east and south east of the Borough. Whilst the available figures indicate that the Borough as a whole has sufficient **GPs to meet existing and forecast population levels, the Council's work show that the retention or redistribution of existing GPs within the Borough to meet demand is not straightforward.** This is clearly a matter to be kept under close review.
- 3.2 The imbalance in supply in the east/ south east, need to modernise some of the GP premises, age profile for GPs, emerging new health models, and predicted housing growth in areas identified in the Core Strategy requires the NHS to plan ahead for this, including encouraging growth in supply in relevant areas.
- 3.3 The planning context for health matters has been, and will continue to be for the foreseeable future, rather dynamic and susceptible to change. It is clear that the assumptions and models promoted in the preparation of the Local Plan, for example the

development of polyclinics have altered. Haringey is now part of NHS North Central London cluster which consists of five of Primary Care Trusts (PCTs) which are Barnet, Camden, Enfield, Haringey and Islington. The Cluster arrangements supports the changes to the NHS set out in the Government's NHS White Paper - Equity and Excellence: liberating the NHS.

- 3.4 The health infrastructure plans now needs updating to reflect the recent changes and challenges to health service delivery in Haringey. CIL funding requirement have not yet been identified. We are awaiting updates and further assessment by NHS North **Central**.
- 3.5 The imbalance in supply in the east/ south east, need to modernise some of the GP premises, age profile for GPs, emerging new health models, and predicted housing growth in areas identified in the Core Strategy requires the NHS to plan ahead for this, including encouraging growth in supply in relevant areas.
- 3.6 Public Health in North Central London is provided by public health directorates located within Barnet, Camden, Enfield, Haringey and Islington boroughs, each led by a Director of Public Health. Public Health works in partnership with local communities, local authorities, clinicians, the voluntary sector and NHS colleagues to reduce inequalities in health through using evidence to improve the populations' health and wellbeing.
- 3.7 **Haringey's Joint Strategic Needs Assessment (JSNA) which is a key, statutory, document** for all agencies that have a role in improving health and well-being locally has been updated in 2012. The JSNA provides the evidence and the framework for steering service developments and commissioning new services.

4. Libraries and Museums

- 4.1 **Condition survey of Haringey's nine** libraries undertaken in 2013 has identified an investment need of £6,136,890 to keep the buildings in good order and fit for purpose up to 2022. This amount is to maintain existing facilities only and does not include works for new facilities or for insulation or energy consumption reduction.
- 4.2 Bruce Castle Museum is the only museum facility directly funded by the Council. A project to undertake restoration and facility enhancement works will be initiated in 2013 with the aim of securing circa £6m. Haringey has committed £1.2m of this funding and will seek external funding for the remainder.

5. Open Space, Leisure and Sport

- 5.1 The Open Space Study 2008 identified areas of open space deficiency where CIL investment may be required. As a focus for new housing in the borough, Haringey Heartlands will create demand for open space in the Noel Park Ward and part of Hornsey Ward. Part of Noel Park Ward is considered to be deficient in access to public open space. Options for increasing access to Alexandra Palace Park from Haringey Heartlands are being considered.
- 5.2 Given the proximity to Lee Valley Regional Park and other local parks, the Tottenham Hale growth area generally has good access to public open space. However the access to the

Park and other spaces needs to be improved. There is also a pocket of Tottenham Green Ward which suffers from poor access.

- 5.3 However, there is a very real difficulty in increasing the quantity of public open space in Haringey as this is an urban borough and the focus is therefore, primarily on the function, quality, usage and accessibility of existing public open space. In the east, opening up the access to the Lee Valley regional Park is a key priority. In addition, other measures such as tree planning and improving access to allotments and creation of greenroutes and will help to improve green infrastructure in the borough. The Council currently maintains 40,000 trees in streets and open space. The recent Natural Environment White Paper states the need to create an ecological network which is resilient to changing pressures and local authorities have a statutory duty to take account of the conservation of biodiversity. There are 60 designated Sites of Importance for Nature Conservation in Haringey that form the basis for this ecological network.
- 5.4 Since the development of CIP in 2011, Lordship Recreation Ground major improvements work has been progressed during 2011 and 2012. £5m of improvements (£4m from the Heritage Lottery Fund) have been celebrated in September 2012 with a community festival. **Other improvement works to Haringey's parks** include a major restoration and improvement work to Finsbury Park. Public consultation on improvements to Hartington Park in North Tottenham was carried out in 2012, outcomes of which will feed into a programme of works in 2013. The Council is also developing proposals for use of s106 funds for Wood Green Common, Nightingale Gardens and Barratt Avenue open space improvements with plans being finalised for expenditure in early 2013.
- 5.5 The Council has recently secured £14.75m investment in the facilities at Tottenham Green, Park Road and the Broadwater Community Centre as part of a 20-year management contract with Fusion Lifestyle. The Council is further seeking to lease the outdoor facilities at White Hart Lane Community Sports Centre and Finsbury Park Track & Gym in order to remove any ongoing requirements for either revenue subsidy or capital expenditure.
- 5.6 A potential need for a new district level combination swimming pool and leisure centre has been identified to meet the predicted growth. Such a new facility could cost around £11.2m. This is a neighbourhood or district scale model rather than a full service, town centre model, of which larger local authorities typically only provide one. A prime location for this pool would be the central part of the borough. Land availability will be a key issue in securing this provision.
- 5.7 The infrastructure table below summarises the expenditure required in order to adequately **maintain the infrastructure of the borough's open spaces, sites of importance for nature conservation play sites, allotment and trees.**

Table 3 – Open Space, Leisure and Sports Infrastructure and Investment needs to 2026			
Infrastructure Type	Investment Required (£m)	Funding Available (£m)	Funding Gap (£m)

Parks - Hard surface & paths, Furniture (Bins, benches gates etc), Fencing & walls, Signs	5.8	1.1	4.7
Parks Play Areas (Exc HfH)	0.9	0	0.9
Football Facilities	2.3	0	2.3
Allotments	0.2	0	0.2
Trees	1.9	0.4	1.5
Leisure Centres	1.2	0	1.2
Total	£ 22.3	£ 1.5	£20.8

6. Transport

- 6.1 **The Mayor's Transport Strategy (2010) identifies key transport issues which are likely to affect the borough over the next 20 years including overcrowding on tube and rail lines serving the borough.**
- 6.2 Transport for London and Department for Transport have identified the West Anglia line through Tottenham Hale and Northumberland Park as a key priority for investment to expand capacity. The line is running at capacity during peak periods. Enhancement to capacity on the Lea Valley Line serving Tottenham Hale and Northumberland Park is key to regeneration in the ULV. Network Rail and TfL are supporting additional track capacity and platforms initially to allow for a 4 trains per hour local service between Angel Road and Stratford.
- 6.3 For the short to medium term, the key transport project in the borough funded by the Transport for London (TfL) is the Tottenham Gyratory project. The gyratory will revert to two-way flow and will establish a bus interchange and public square at Tottenham Hale. The project would support the provision of additional housing in the area by enhancing the environment, improve safety and increase accessibility for bus users, cyclists and pedestrians. The project will be completed by 2014.
- 6.4 Expansion of capacity at Tottenham Hale station is being developed by TfL to cater for planned growth in ULV. This is expected to complete by 2016. Work by Network Rail to create a fully accessible station will be completed by 2014.
- 6.5 Investment in expansion of capacity on Great Northern line is planned by Network Rail. An additional track between Alexandra Palace and Finsbury Park and additional platforms will provide for greater service reliability and potentially additional capacity in the future.
- 6.6 The London Overground service on Barking – Gospel Oak line has seen crowding in peak periods. There are no current proposals for expansion of capacity. However TfL are seeking electrification of the line which will allow longer trains.
- 6.7 TfL are supporting through its Business Plan expansion of capacity on the Victoria, Piccadilly and Northern lines such as from new signalling and new rolling stock. This will meet current and expected demand in the short to medium term, although congestion is

expected to recur from approximately 2020 due to predicted growth in housing and employment in London.

- 6.8 TfL has improved the North Circular Road (NCR) between Bounds Green Road and Green Lanes to provide environmental and road safety benefits. One of the objectives of the project is to reduce the level of rat running on local residential roads within Haringey arising from delays to traffic on the NCR. TfL have funded complementary traffic management measures on these roads in advance of the NCR works which completed in 2012.
- 6.9 TfL are planning to invest in cycling through a range of measures such as cycle superhighway and cycle hire scheme. Other investment to promote cycling being led by the Borough includes cycle training, Greenways cycle routes and cycle parking. Such investment is included in the Council's Local Implementation Plan for funding until 2014.
- 6.10 Investment in the Borough's road network would be required. Assessments are carried out for the overall condition of our highways for both carriageways and footways. Currently we are in the bottom quartile compared to other boroughs. More than half our footways require maintenance. The investment will enable us to improve our current conditions and thereby reduce reactive maintenance cost while improving accessibility for pedestrians and encourage more walking and cycling.
- 6.11 Further investment in street lighting will be required. We have around 5,000 lamp columns which need replacing. Better street lighting assists in addressing crime and road safety issues. In addition our progress in converting lamps to LED will provide lower future maintenance costs and support a reduction in CO2 emissions.
- 6.12 The social and economic costs of road accident casualties are high with a fatality costing society in excess of £1m. Although we have been successful in reducing casualties in recent years much more needs to be done to further reduce casualties.
- 6.13 CIL funding will be required mostly for sustainable transport measures, local maintenance of highways and streetscene. Majority of funding for major transport projects comes from TfL or Network Rail through Department for Transport.

Table 4 - Transport Infrastructure and Investment needs to 2026

Scheme	Investment Required £m	Funding available £m	Funding Gap £m
Tottenham gyratory – partly TfL funded	34	19	15
Tottenham Green Link	15	0	15
Tottenham Hale station	(b)	(b)	(b)
Interchanges – accessibility Tottenham Hale and South Tottenham	(c)	(c)	(c)
Interchanges – accessibility Finsbury Park and Alexandra Palace	(c)	(c)	(c)
West Anglia main line – 3 rd tracking	(c)	(c)	(c)
West Anglia line through Seven Sisters – turnback at Seven Sisters	(c)	(c)	(c)

Station capacity improvements such as Great Northern rail line additional track/platforms and Seven Sisters station capacity	(c)	(c)	(c)
Barking – Gospel Oak line – electrification and longer trains/platforms	(d)	(d)	(d)
Cycle superhighways	(b)	(b)	(b)
Greenways/Quietways	0.5	0.5	0
Cycle parking (a)	(a)	(a)	(a)
Heartlands east-west cycle route	0.5	0	0.5
Car club bays (a)	(a)	(a)	(a)
Borough wide transport improvements (a)	(a)	(a)	(a)
Wood Green town centre (a)	(a)	(a)	(a)
Highway maintenance	42	0	42
Street lighting	13	0	13
Road safety	2.6	0	2.6
Road corridor studies (b) – A10/A1010/A1055	(b)	(b)	(b)
Total	107.6	19.5	88.1
a) to be funded through LIP via TfL b) to be funded by TfL directly c) to be funded by Network Rail d) to be funded by Network Rail and TfL Note- Major investment in underground lines [Piccadilly, Victoria and Northern] and Crossrail 2 excluded as would be led by TfL/DfT/NR and have London-wide benefits and funding regimes.			

7. Waste facilities

7.1 The North London Waste Plan was restarted in February 2013, and will identify where additional capacity for waste and recycling facilities will be delivered in the North London Area. This is a joint strategy by the seven North London Councils, and the North London Waste Authority. It is envisaged that any increase in capacity will be funded by the NLWA, and will not require CIL revenues. Waste facilities in the borough will not be charged CIL.

8. Surface Water Management Measures

8.1 Grant in aid funding for surface water related flooding will be available from DEFRA, subject to scheme scrutiny and a percentage of matched funding. Schemes in deprived areas will receive greater grant aid. CIL funding may be required.

8.2 The Infrastructure Delivery Plan (July 2011) does not include specific measures for flood risk alleviation. The Council has been working to develop a Surface Water Management Plan during 2011 and 2012. The Surface Water Management Plan has identified 9 Critical Drainage Areas in the Borough. **These CDA's require investment in resilience and mitigation** measures to protect those that live and work in these areas from the risks associated with flooding. Met Office predictions indicate that intensities of storms are likely to increase giving rise to greater likelihood of flood incidents in the future.

- 8.3 To implement measures identified in the Surface Water Management Plan to alleviate flood risk in the Borough has been estimated to cost £20.6 million. The expectation of the Environment Agency is that the Borough should fund this work. Grant in aid funding is available from DEFRA, subject to scheme scrutiny and a percentage of matched funding. Schemes in deprived areas will receive greater grant aid.
- 8.4 Progression will be dependent upon securing capital funds. The timetable for works may need to be extended if funding is not available within the timescale indicated.

Table 5- Flood and Surface Water Mitigation Measures from the Surface Water Management Action Plan - Infrastructure and Investment needs to 2026				
Critical Drainage Area ID	Location	Investment Required £m	Funding Available £m	Funding Gap £m (Grant in Aid funding to be applied for. Award outcome is currently unknown)
Group4_010	Bounds Green	2.0	0	2.0
Group4_055	Hornsey	3.0	0	3.0
Group4_056	Hornsey Vale	2.7	0	2.7
Group4_057	Harringay and Sth Tottenham	5.9	0	5.9
Group4_061	Northumberland	2.9	0	2.9
Group4_062	Highgate and Crouch End	0.6	0	0.6
Group4_063	White Hart Lane	2.2	0	2.2
Group4_073	Palace Gates and Dukes Ave	0.2	0	0.2
Group4_075	Ellenborough Road	1.1	0	1.1
Total		20.6	0*	20.6
*Grant in Aid funding to be applied for (award outcome currently unknown)				

9. Water Quality

- 9.1 Thames Water (TW) proposes to continue the Victorian Mains Replacement programme. Alongside measures to reduce demand, TW is also considering new water resource schemes for the medium term to offset the risk associated with a strategy heavily dependent on demand management the outcomes of which are uncertain. These measures are considered at a regional level.
- 9.2 Deephams Sewage Treatment Works (STW) serves part of the Haringey Borough. Deephams STW is situated in Edmonton in the Borough of Enfield and has a catchment that extends across an area of 249km² including the northern part of Haringey and therefore has a strategic role in providing sewage treatment within North London.
- 9.3 Deephams plant requires improvements and upgrade. This upgrade will cater for population growth within Haringey and surrounding Boroughs, and improve the water quality of the

Salmon's and Pymmes Brooks and River Lee, through improving the treatment of influent at Deephams STW. Thames Water's preferred option is to build the upgrade on the existing Deephams Sewage Works site (rather than a replacement site).

10. Electricity Network

- 10.1 National Grid is working on a major national infrastructure project called the North the London Reinforcement Project (NLRP). The project comprises of a series of upgrades to an existing overhead line route that runs from Waltham Cross Substation, near Waltham Abbey to Hackney Substation in London. The route consists of two sections, one runs from Waltham Cross to Tottenham, and the other runs from Tottenham to Hackney. The aim of this upgrade project is to ensure that new sources of power generation located in, and **supplying the boundaries of, the London region can continue to meet the city's demand for energy.**

11. Decentralised Energy Infrastructure

- 11.1 Haringey energy studies, energy masterplanning, heatmapping and other feasibility studies for the borough have shown the potential for decentralised energy networks in and around Upper Lee Valley corridor (North and South Tottenham, Tottenham Hale), Broadwater Farm, and Hornsey Town Hall. Other opportunities exist in regeneration and redevelopment areas, including Hornsey High Street, Wood Green East, Haringey Heartlands, Wood Green North, **Tottenham Town Hall and St Ann's Hospital site.**
- 11.2 This is a long term programme and it is expected that the costs of delivering decentralised energy networks in the borough will be funded by both private and public sectors. At this **stage the funding sources are not confirmed, although a capital grant from the Mayor's Regeneration Fund (MRF) has been allocated to developing DE as part of regeneration in North Tottenham (up to £2.5m).** This means the potential funding is large; however this should reduce over time as the schemes come forward and other funding sources are confirmed. Other capital funding sources include connection charges for new developments, and depending on the nature of the project private sector finance, or public sector finance.
- 11.3 The estimated capital cost of the networks is £25.2m, and the MRF grant is up to £2.5m, leaving a gap of £22.7m. A business case would be prepared before each scheme is delivered, clearly identifying the contribution from other funding sources listed above and CIL. A business case is currently being evaluated for the Upper Lee Valley network which includes North Tottenham.

12. Emergency Services

- 12.1 During the course of Community Infrastructure study, the Council met with borough commanders or their representatives for emergency services, and also discussed the relevant business plans and asset planning documents for these services where available.

- 12.2 London Mayor's recent announcements (2012) for emergency service provision in London mean that there may be changes to the police services in the borough including the potential reduction in services from Tottenham Police Station.
- 12.3 The Metropolitan Police considers the existing patrol facilities in Western Road N22 to be inadequate, and expensive to maintain. The facility has a temporary planning permission until 2014. The site is within the Haringey Heartlands growth area, and the Council will be keen to see that the land is used efficiently.
- 12.4 Although the draft Assets Plan by the Metropolitan Police (2007) indicated that the Patrol base will be considered as part of the proposed development of the Wood Green Custody Centre, this is no longer the case. Planning permission for the new police custody centre in Wood Green (without the patrol base) was granted in 2011, and the construction work has already started.
- 12.5 The Ambulance Services has an aspiration to identify a small plot to locate one ambulance vehicle in the borough.

13. Total Infrastructure Funding Gap by Infrastructure

- 13.1 The table below summarizes the potential cost of providing the infrastructure requirements outlined in this document. Some service providers are yet to provide more definitive information on infrastructure needs. Figures below are forecasts at present, and may change as priorities change and additional funding streams are identified. It is hoped that the implementation of the Haringey Community Infrastructure Levy in 2013 will make a contribution towards bridging the identified funding gap.

Infrastructure Type	Investment Required (£m)	Funding Available (£m)	Funding Gap (£m)
Education	198.0	120.0	78.0
Health	tbc	tbc	tbc
Open space/ Leisure	22.3	1.5	20.8
Transport	107.6	19.5	88.1
Emergency Services	--	--	--
Decentralised Energy	25.0	2.5	22.5
Water Management & Surface water Flooding	20.6	tbc	20.6
Waste	--	--	--
Total (£m)	£373.5	£143.5	£230

Monitoring

- 13.2 The Community Infrastructure Study and the associated schedule form the baseline from which the monitoring of the delivery of infrastructure schemes can be assessed. The Infrastructure schedule is accurate at the time of writing. However, the nature of projects, model of service delivery, the funding sources and phasing may be subject to change over the lifetime of the Local Plan. Haringey Council has identified a set of service providers to liaise regularly to keep under review the infrastructure needs and delivery of identified infrastructure projects.
- 13.3 The progress against the infrastructure schedule will be updated annually as part of the preparation of the Local Development Framework Annual Monitoring Report (AMR). Additionally, there are other monitoring mechanisms such as the Annual School Place Planning Report which provides yearly updates on all projections on primary and secondary rolls. Through the process of monitoring, the Council will continue to give appropriate consideration to the level of risk that some of the required infrastructure will not be forthcoming and ways that this might be mitigated or addressed.
- 13.4 The England and Wales 2011 census was carried out in 2011. During the preparation of the **AMR, new population data was released which showed Haringey's estimated population for 2011 as 254,900.** This is higher than previously known. The Council has yet to receive formal external population projections and other census detail but any significant increase will need to be included as a key assumption in developing planning documents in the future. Additionally it is possible that other authorities may revisit their assumptions in light of this increase. A specific issue has been identified in terms of a potential increase in housing target from the Greater London Authority. In general and for comparison reasons we use GLA projections for future growth trends which are yet to be released. This is an area that we will keep under review for any policy implications or updates to our growth figures.

