

Tottenham Working Group Submission: March 2012

Summary of draft recommendations

1. Scale up, develop, and network **community hubs where** people can develop confidence and leadership skills with an overarching agenda to increase well-being and sustainable local economics development. Examples of activity would include:
 - Showcasing green building and green living technologies, behaviours and information;
 - Run training and skills projects to develop 'green leaders' from the communities they work with and take advantage of economic opportunities arising from the regeneration of the area;
 - Promote 'active green travel' initiatives – including through neighbourhood soft landscaping and healthy living initiatives.
2. Energy efficient buildings
 - Develop a major £500m **energy retrofitting** scheme targeting social housing in the east of the borough, private housing in the west as well as smaller commercial buildings. Such a scheme could create around 1000 jobs for young people, tackle the health problems associated with leaky, cold homes that are expensive to heat and save money for small businesses.
 - Utilise the Council's enforcement team and landlord networks to encourage and support willing landlords to upgrade, and to enforce against bad landlords – where energy-efficiency supports decent housing conditions.
3. Re-model key routes such as Tottenham High Road, into **shared spaces for everyone**, rather than traffic thoroughfares. This would support local shops and promote healthy, active and connected lifestyles. Invest in public transport infrastructure and walking & cycling routes.
4. **Re-brand Tottenham as a top destination for people to work and live**, through a competition for a branding event which is linked to the greening of the area and of world significance to build pride in the area and attract investment.

1. Scope of work and process

The aim of the Tottenham working group is to identify the best opportunities to deliver CO2 emissions reductions and the regeneration together in Tottenham.

The Tottenham Working Group is chaired by Chris Brown (CEO, Igloo Regeneration) with Judith Hanna, (local resident), Julie Codet-Boisse (Head of Delivery, Bioregional), Anne Lippitt (Director, Tottenham Regeneration), John Norman and Adam Hunt (Team Tottenham, Haringey Council), coordinated by Jess Sherlock and Adam Parvez (Environmental Resources, Haringey Council).

The group has met three times over a period of 3 months, hearing evidence from Council officers and a number of organisations: Diamond Build (construction company in Tottenham), The Selby Centre, (centre for social enterprise development) London Citizens UK, Sustrans (Sustainable Transport charity), Homes for Haringey (social housing almo), Living Under One Sun Community Allotment and Richard McFarlane (procurement for social outcomes expert).

2. Tottenham context

Haringey Council has established the Tottenham Task Force to provide expertise and critical review into the regeneration of Tottenham. A draft regeneration strategy for the area is expected in April 2012.

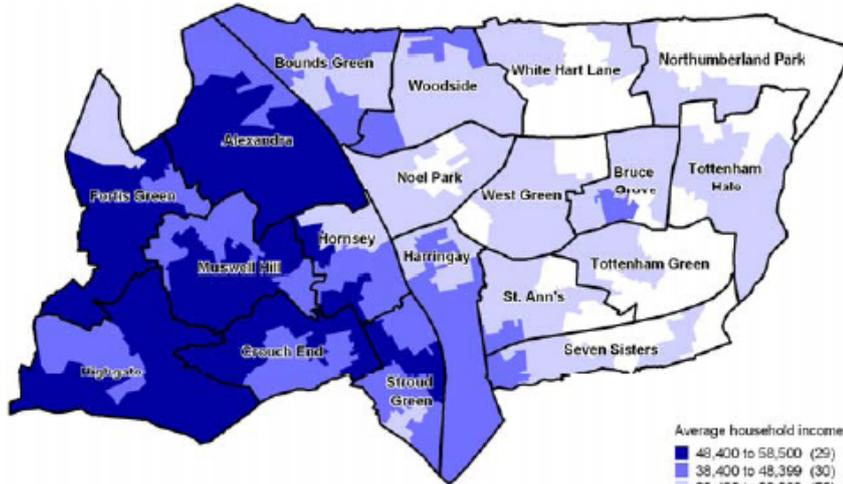
- The area has many strengths to build on, these include:
- The ethnically diverse population which can be seen as a microcosm of our global community
- A number of inspirational community hubs dedicated to building leadership skills among people in Tottenham, that could be built upon and scaled up
- The vibrant local arts scene within the Tottenham Green area
- The potential to open up the Lea Valley Regional Park for green leisure activities
- The Upper Lee Valley industrial area, the birth place of the 2nd wave of Industrial Revolution could be turned into a thriving low carbon economic district. Plans are afoot to turn 639 High Road (previously Council offices) are being turned into a hub to support enterprise and employment working with the GLA;
- Good public transport rail links to the City, Stratford and Stansted, particularly compared to many parts of south London although the frequency of the Overground service needs to be improved as do the east to west public transport connections;
- Attractive building stock, for example the historic facades along Tottenham High Road
- Tottenham Hotspurs stadium and wider redevelopment of the area and with this the opportunity to improve wider transport connectivity and rebalance the mix of private and social housing.

3. Carbon context

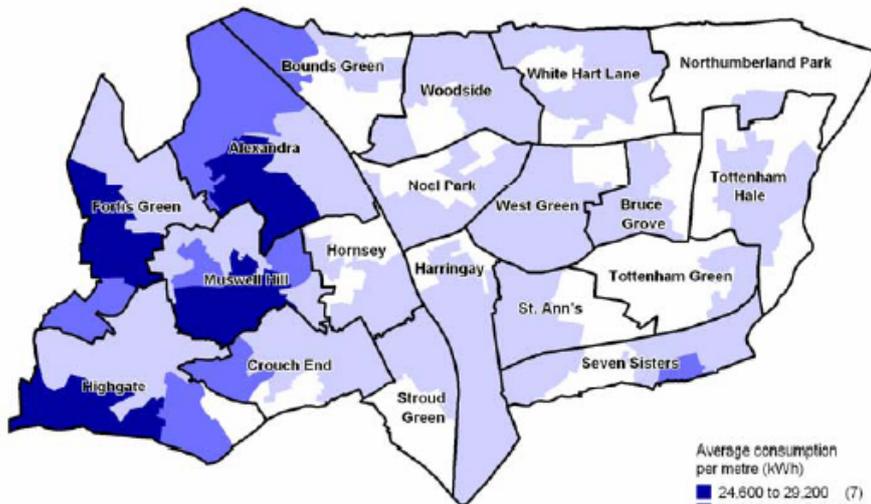
The low carbon agenda has not been raised as an issue for Tottenham residents and organisations in the recent consultation exercises, however, many of their aims could be delivered through the key recommendations identified by the Working Group.

Within Haringey there are significant variations in direct CO₂ emissions from the domestic sector. The maps below represent energy and gas consumption across Haringey and income levels. There is a clear link between higher income groups and high levels of carbon emissions.

- Average carbon footprint for households in the west of the borough: 25 tpa
- Average carbon footprint for households in the east of the borough = 20 tpa
- Average CO₂ emissions per person for the borough as a whole = 4.3 tpa
- Reduction in CO₂ emissions required for Tottenham resident = 38%
- Reduction in CO₂ emissions required for non-Tottenham resident = 46%



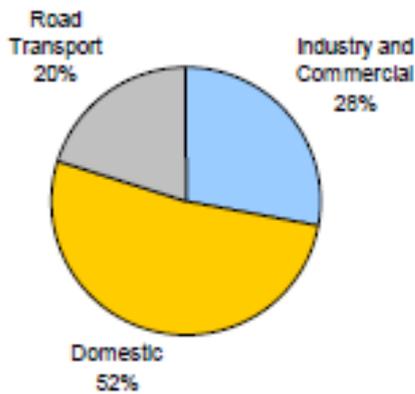
Source: CACI 2010
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Source: Department of energy and climate change
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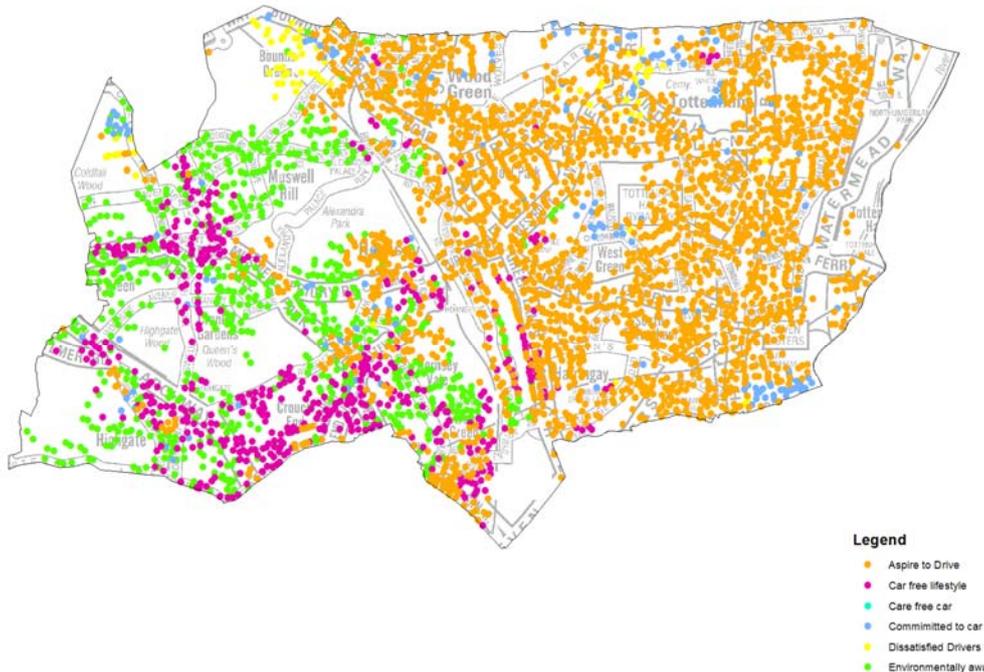
Direct CO₂ emissions

CO₂ emissions from the domestic sector account for over 50% of total emissions in Haringey (see chart to left). This is higher than the London and UK average of 35%.



A target of 6,800 new houses are set to be built in Haringey over the next 10 years, which could contribute 21,760 additional tonnes of CO₂ emissions per year (this is 2% of total borough emissions). The Tottenham Working group do not see this as a major carbon challenge. New build will be highly efficient in comparison to existing buildings and incorporate decentralised energy networks (serving new and existing buildings).

Car ownership is low amongst people in Tottenham but surveys suggest this is largely because they cannot afford to run a car. The map below demonstrates the latent demand for cars in the east of the borough. There is therefore a danger that these individuals will, over time, become 'committed' car users. Carbon emissions for transport are predicted to increase by 91 ktpa if allowed to grow unconstrained over the next ten years.



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The Department for Transport predict that traffic will grow by between 22-34% by 2015 and 30-50% by 2025. However due to improvements in vehicle efficiency its corresponding predictions for CO₂ emissions were 5-7% growth by 2010, 0-4% growth by 2015 and a 1-6% decrease by 2025 (SEA Renue, Carbon Scenarios, 2008).

3. Detailed evidence and recommendations

3.1 Build up and expand community hubs:

“Trust the community to be part of the solution and always focus on the positives”.
 Leyla Laksari, *Living Under One Sun*

- Many people engage with public services by claiming a benefit or reporting a problem to the Council but this does not build skills and confidence. Opportunities for people to develop leadership skills for the improvement of their lives and those of their community need to be massively scaled up.
- People are highly capable but need to be supported. Taking responsibility for the environment can be a starting point for developing the skills and capacity to take responsibility in other areas – whether work, school or family.
- Peer to peer level activity is likely to be most effective in changing behaviour to bring about CO2 emissions savings. Community hubs could become the means to substantially accelerate take up of physical and behaviours energy saving measures (and create valuable customer leads to help fund this activity), link local unemployed people to green and other jobs and training, and promote transport modal shift (e.g. cycling events). The Council and wider community will need to be clear how much activity can be delivered in this way in relation to CO2 reductions needed for the borough.
- Community hubs should showcase green building and green living technologies, behaviours and information. These could be partly funded through the Green Deal or London RE:FIT scheme.

Community groups and organisations need to be trusted “to get on with it”, to be allowed to make mistakes and learn without the interference of the Council or other large 2nd Tier organisations that are not suited to operating at a neighbourhood level. This doesn’t mean that the Council and other large organisations need to leave it all to the voluntary sector – these organisations can play a key role supporting, funding, capacity building and networking diverse groups.

There are a number of highly successful community hubs already in Tottenham – such as Living Under One Sun (LUOS) which with the support of the Council and community workers grew to be a base for accessing services, training community leaders & setting up more community projects, all run on the energy of regular volunteers and local residents.

An initial assessment was that 15 such hubs would be needed in Tottenham. This will require considerable long term funding, alongside training and infrastructure for groups to meet and learn. The scheme would be designed to be self financing over the long term through developing entrepreneurial skills and capacity to bid for external funding as has been achieved by LUOS which does not rely on any core funding from the Council.

Community hubs could be focussed on taking an approach to sustainable local economic development.

Case Study 1: Living Under One Sun, Tottenham Hale

The approach taken is to work with people to identify the challenges they face and to work out solutions. Examples include, bringing the Chelsea Flower Show to Tottenham, helping people to develop the confidence to take a walk along the river, training young people to run a canoeing club and transforming a piece of land in front of a school from an illegal dumping ground into a food growing area. The project relies entirely on voluntary effort and grant funds and does not receive any core Council funding.

Although the project is not promoted as an initiative aimed at contributing to a reduction in CO2 emissions, its focus on increasing local food growing capacity contributes to the sustainable consumption agenda.



3.1.1 What role should the Council play to achieve this?

i. Finance

1. Make a commitment to expanding community hubs and allocate approx £500- £1m funding to make this a reality. Centres could be asked to producing proposals for how they would develop as 'green hubs', with input from groups interested in supporting their plans, and local people invited to show their support by 'voting' for their local 'hub'

ii. Support

2. Help to bring together those involved to decide what is working well (and what isn't) and identify how this capacity can be expanded. What skills, resources and funding are being used in the area already (across all sectors) and what is needed over the next 5 -10 years?
3. Work with groups to review where existing Council services or commissioning policies could be opened up to increase the opportunities for local people to develop leadership skills. Identify non-financial types of support that could be provided by the Council and Tottenham Task Force, for example allowing micro charities and voluntary groups that cannot afford to rent commercial office space to use public sector office space that is temporarily unused.
4. Work with groups to review how well community hubs are currently coordinated to share learning and network and identify how this could be improved, including making effective use of buildings.
5. Work with groups to develop a long term sustainable finance strategy, considering existing and new sources of income likely to become available such as referral fees for the Green Deal and further outcomes based commissioning by the public sector.

3.2 Securing green jobs for Tottenham:

This section links to the Green Enterprise Working Group and Low Carbon Investment Working Group of the Commission.

“We see ourselves as potential GD installers and we would be keen to develop a partnership [with Haringey]. Currently Haringey accounts for only 2% of Diamond Builds turnover – previously this has been up to 30% we feel Council procurement frameworks are to blame”

Diamond Build

“Jobs first, green later - 1,000 new jobs isn’t a limit, we want more”

Citizens UK

The market for retrofitting in north London is expected to be worth around £1bn over the next 10 years and could create around 1000 new jobs¹. This market should be supported in the following ways:

- The Council should use the Housing Revenue Account to retrofit **Homes for Haringey properties**, utilising the Green Deal mechanism where appropriate. (The Green Deal comes into effect in 2012 and enables households to pay for energy efficiency measures to their home at the rate at which they save money on their fuel bills). The estimated cost of retrofit work for HfH properties is £390m, however this would leverage considerable ECO funding, fuel cost savings (repaid through the Green Deal mechanism) and Feed In Tariff subsidy². If all retrofit measures were applied to HfH stock this would deliver a 50% CO₂ saving (approximately 3 % of total borough emissions)
- For **private properties** (both domestic and commercial) the Council should become a **Green Deal provider** (a joint business case for this is currently being worked up for the London boroughs of Haringey & Islington with the support of the GLA). This would provide control over local contracts to create local employment and enable area based delivery leading to cost efficiencies for the provider and consumer.
- Appropriate **training provision** needs to be put in place where necessary to gear up to the retrofitting opportunity ahead, working with CONEL. This needs to be accompanied with clear targets for the number of apprenticeships to be created aligning to the growth of this sector locally.
- **The procurement process** needs to be outcomes focussed to support local SMEs to compete for new contracts, ensure local labour content and a reduction in CO₂ emissions. Examples of what can be achieved through good commissioning practice was seen recently with the Olympic Park maintenance contract which achieved 85% local labour content by Barlfour Beaty, Renaisi and Groundwork. Tools such as *nefs* LM3 can be used as indicator of local economic impact, measuring the spending and re-spending in a local area.

¹ According to a study commissioned by Haringey working with a group of North London boroughs (produced by CAMCO).

² This is a draft estimate and based on a recent study commissioned by Home for Haringey. The figures are therefore not comparable with those of the CAMCO study for North London.

- External expertise is likely to be required to build capacity among commissioners to achieve maximum social and sustainability benefit. Evidence provided by Council officers suggests that the current practice of using Key Performance Indicators to require local labour is difficult to enforce. In addition use of pan-London procurement frameworks are likely to fail at delivering on local social benefit by privileging national providers.
- Long term planning and supply chain development will be required to support the effectiveness of outcomes based commissioning.
- **Private rented accommodation:** the Landlords Forum and landlords accreditation scheme working to bring properties up to all round decent standards should be used to raise awareness of the forthcoming legislation to prevent the letting of domestic and commercial “F” and “G” rated properties (which lack basic energy efficiency measures) by 2018. In the interim the Council and partners should lobby for changes to the rating system to enable better enforcement of decent homes standards (there have been recent examples where the appeal system has ruled in favour of the private landlord enabling them to let properties without adequate heating systems and controls).
- **Empty homes** should be retrofitted to high energy efficiency rating as part of the process of being brought back into use.
- **Business Community Hub:** The enterprise centre planned at 639 High Road should allocate space to support for Green Deal providers as well as being an exemplar green building in itself and a centre for the Tottenham Business community’s green actions.
- **The Council’s leading work** to improve the efficiency of its own building stock should be publicised, e.g. alongside Display Energy Certificates and within void social housing properties to create “show homes” to demonstrate what is possible.

3.2.1 What role should the Council play to achieve this?

i. Finance

1. Commit HRA funding to bringing HfH stock up to the highest efficiency standards, utilising the Green Deal and ECO funding where possible.
2. Commit finance to develop a local Green Deal provider for private and social housing stock.

ii. Direct delivery

1. Review Council procurement practice in-line with the best examples available such the recent Olympics maintenance contract. Identify what skills and procurement process are needed to ensure that all Council led contracts maximise benefit for local people.
2. Develop a programme to retrofit empty properties HfH stock to high energy efficiency standards.

3. Publicise energy efficiency works carried out in the Council's own housing stock.

iii. Support

1. Build capacity of community hubs to raise awareness of the employment and energy improvement opportunities and develop community led referral scheme for measures.
2. Work with the Tottenham Task Force and local partners to develop the skills and training infrastructure needed to get local people ready for retrofitting jobs.

3.3 Four ways to Sustainable Transport

"You wouldn't set off on a car journey if you were not confident of getting to where you want to go in one piece.."

"Streets need to be a place to be just as much as a means to link one place to another... People need the confidence to re-engage with their streets"

Sustrans

- **Investment in public transport:** extend the Victoria Line into Tottenham, increase frequency of over ground services to every 15 minutes as a minimum, and provide a new East to West public transport link. Public transport improvements would support modal shift away from the car and reduce pollutants, creating a healthy environment that is conducive to investment and regeneration. This would also facilitate the flow of people from east to west for employment purposes and the flow of wealth from west to east.
- **Link people to public transport services** through new walking and cycling routes, encompassing local green ways (e.g. a river toe path connecting Tottenham with Finsbury Park), provide cycle parking at destinations and additional long term public cycle storage facilities (such as the current facility at Finsbury Park underground station).
- **Make streets shared spaces for all and implement a 20mph speed limit for the borough.** Change Tottenham High Road from a traffic dominated thoroughfare into a vibrant place for people that still carries important traffic flows. (Such a scheme could cost approx £1m as with the recent Walworth Road scheme in Soutwark, a Department for Transport mixed priority route demonstration project). In addition, the integrated delivery of physical improvements and behaviour change measures has been shown to be most effective in encouraging modal shift.
- **Over the long term incrementally transfer road space from the car to people** through planning policy, as has been delivered in Dutch cities over the past 20 years. In particular we need to reduce the volume of non public transport traffic from the High Road in order to reduce carbon and other pollutants and create an environment conducive to investment and regeneration.

Case Study 2: Walworth Road, Southwark

Background

As a distributor route with heavy traffic and a local high street Walworth Road in Southwark faced problems with road safety and had a high collision record:

- The streets space was largely allocated to motor vehicles, including designated bus lanes
- The footways were relatively narrow, and long stretches of guard rails stopped pedestrian movement both along and across the street
- The guard railing also made servicing difficult for the many retail and other commercial properties which fronted the street

Action

Walworth Road became one of ten Department for Transport 'mixed priority route' demonstration projects. The scheme helped to re-establish balanced provision changing from a traffic-dominated thoroughfare into a vibrant place for people –that still carries important traffic flows.

Benefits

- A noticeable increase in footfall and in the number of pedestrian crossings



- A decrease in shop vacancies
- Growth in the amount of time people spend in the street
- Better provision for pedestrians to cross according to their desire lines
- Removal of unnecessary street clutter and the creation of raised side street crossings
- Wider, less cluttered footways, lowered or removed kerbs throughout
- Tree planting to softens the impact of traffic and adds character

3.3.1 What role should the Council play to achieve this?

i. Finance and direct delivery

1. Develop detailed proposals for re-modelling of Tottenham High Road and other key shopping areas into shared spaces that reduce the prominence of road transport and pollution. Such schemes are expensive but would deliver economic, social and environmental benefits. *The Working Group seeks the views of the Commission on the funding mechanisms needed to enable infrastructure improvements.*
2. Identify opportunities for improved walking and cycling routes and finance these via the Council's LIP submission to Transport for London supplemented by European grant funds where required. This should include off road cycle routes that are likely to be most popular among new cyclists and families with children.

3. Fund and deliver increased secured cycle parking provision for social housing.
4. Develop appropriate promotional and information materials for walking and cycling to be distributed through community hubs.
5. A recent scrutiny review of proposal for a borough wide 20 mph speed limit (see Appendix 3) led to Council members deciding against borough wide roll out. A key reason for this was lack of funding available (estimated at £3.2 m required). *The Working Group seeks the views of the Commission on the funding mechanisms needed to enable infrastructure improvements.*
6. Review current planning policy in line with incremental reduction of car spaces as part of the sub-regional Transport Plan for North London working with Transport for London.

ii. Support

1. A number of improvements to rail capacity are underway (for example enhanced capacity on the Victoria line and at Seven Sisters rail station), however this does not currently include increasing frequency of key Overground routes. Haringey should lobby Transport for London and rail operators to introduce a minimum standard of frequency for key routes.
2. A study commissioned by Transport for London (2004) does not suggest there is an economic case for extension of the Victoria line; however the most viable opportunity to extend the Victoria line is in the short term during the redevelopment of the Tottenham Hotspurs Stadium. Haringey should continue to lobby for this development.
3. Ensure that Cross Rail 2 (to be completed by 2031) development includes provision for an east to west linkage between Seven Sisters to Alexandra Palace (currently option B, see Appendix 2).
4. Work with community hubs to integrate delivery of upgrades to transport infrastructure with community engagement to promote a shift to public transport and walking & cycling, for example the extension of the cycle superhighway and Personal Transport Planning project development.
5. Work with community hubs to carry out a needs audit of cycle parking provision at key destinations (including public transport services) and cycle parking at home (e.g. lack of safe parking on housing estates or blocks of flats).
6. Engage with partners to install appropriate secured cycle parking provision at shopping and leisure destinations and for public transport.

3.4 Building a sense of place in Tottenham

- Tottenham should be **re-branded as an attractive place for people to live and stay**, among people locally and externally to the area. 40:20 should be integral to this but not necessarily upfront within the branding strategy. A competition should be run for a company to deliver this aim, encouraging innovation. This could involve a major event known across London, for example involving closure of the High Road, much in the same way as the Tottenham Carnival.
- A network of **Low Carbon Zones** should be established encompassing new developments such as Tottenham Hale that already has a CHP plant installed or other areas ear-marked for decentralised energy schemes such as Tottenham Green. This could be linked to the hugely successful Muswell Hill Low Carbon Zone (funded by the Mayor of London). This community led initiative is already developing plans to expand its 100 Homes network and share the learning from this flagship scheme to other interested groups across the borough.

3.4.1 What role should the Council play to achieve this?

i. Finance & delivery

- Identify funding to run a competition to re-brand Tottenham. This could include Council funding with contributions from a range of local private sector sponsors.
- Identify funding for a competition to become the first Low Carbon Zone in Tottenham.

ii. Support

- Establish a steering group to oversee delivery of the re-branding competition.

Appendix 1: Energy improvements required for Homes for Haringey housing stock

The average SAP rating for. A key problem highlighted is that it is particularly difficult to get measures like solid wall into HfH properties due to the high level disruption for tenants and the relatively insignificant energy savings they receive in return. HfH are not willing to simply sell-off low rating stock to increase the average SAP rating of their assets and so are keen to pursue retrofitting measures. However, previous experience with CESP was found to be 'problematic' with money hard to recover from energy companies. There is therefore some trepidation in HfH that ECO that the same will be true.

	SAP 80	Carbon 60 (inc. SAP 80)
Number of dwellings to improve	15,805	16,327
Average improvements per year (over 30 years)	527	545
Average capital cost per dwelling	£10,156	£23,919
Average capital cost per year (over 30 years)	£5.4 million	£13.0 million
Total improvement cost (over 30 years)	£160.5 million	£390.5 million
Average fuel cost saving per household	£351/yr	£573/yr
Annual fuel cost saving (when complete)	£5.5 million/yr	£9.2 million/yr
Average CO ₂ emissions reduction per household	1.09 t/yr	1.87 t/yr
Annual CO ₂ emissions reduction (when complete)	17,178 t/yr	29,909 t/yr
Total potential Green Deal and ECO funding	£163 million	
Average Green Deal and ECO funding per dwelling	£10,000	
Total potential FIT funding	£20.2 million	
Average FIT funding per dwelling	£1,237	

Appendix 2: Background to Cross rail 2 development

TfL are carrying out a review of the alignment of Crossrail 2 with considering of two options:

Option A – automatic metro between Seven Sisters and Clapham Junction with a routeing through Hackney Central/Downs and Euston and Victoria. Trains would be driverless and operate every 90 seconds. The benefits would include significant relief to the Victoria line and to Southbury Loop [Cheshunt to Seven Sisters via Southbury], interchange with HS2, Thameslink and HS1 at Euston/St Pancras. The cost is estimated at £5.5bn - £6.

Option B – regional scheme using national rail type trains. The routeing includes two forks at the northern end with one route from Alexandra Palace, Wood Green and Seven Sisters joining the other fork in the Angel area and then crossing central London via Euston/St Pancras to Wimbledon and destinations in south west London. The scheme would deliver crowding relief for the Piccadilly line at Wood Green and national rail at Alexandra Palace and new connectivity. The other fork at the northern end would link Tottenham Hale to Hackney and then Angel and provide potentially onward links on the West Anglia main line to Stansted. This branch would support Upper Lee Valley regeneration and assumes full 4 tracking of the West Anglia main line. Services would operate every 120 seconds with costs estimated at £8.1bn to £9.6bn. TfL are considering a

phased approach for delivering this with the first phase between Seven Sisters and Clapham Junction and a second phase extending it to Alexandra Palace including Wood Green and at the southern end to Wimbledon following later.

Overall option B offers the best benefit:cost ratio of 2.2:1 to 2.5:1. Option A would provide benefit:cost ratio of 1.4:1 to 1.6:1. The current safeguarded alignment would offer a slightly lower benefit:cost ratio. In addition option B would offer much greater wider benefits.

TfL is developing these options further with the aim of safeguarding a new alignment in 2013/14. Ultimately the scheme could be completed by 2031.

The Council is yet to have a formal view on the options. We will be participating in sub regional workshops to consider the issues in more detail and consider how it should respond. We would be seeking member endorsement of the preferred option.

Appendix 3: Borough wide roll out of 20 mph speed limit

In the summer of 2011 the Council undertook a Scrutiny Review regarding proposals to consult residents on introducing a borough wide default 20 mph speed limit for all side roads. Council members decided against this proposal on the grounds of:

- Cost. This proposal would require approximately £3.2.m to cover 60% of Haringey's roads. Such funding is currently unavailable.
- No clear evidence that the introduction of a 20mph limit will significantly reduce road casualties (as the majority of accidents take place on main roads which would not be covered by the 20mph limit restrictions).
- Lack of enforcement. Enforcement remains an important consideration and would be essential where speed could not be controlled by physical measures. Only the Police can enforce speeding restrictions and it is not a priority for them to address.

However, Council members agreed to review this decision in the future when there is more evidence to support borough wide 20mph limits and when there is additional funding available.