London Borough of Haringey

Air Quality Action Plan 2019-2024

London Borough of Haringey Air Quality Action Plan 2019-2024

SUMMARY

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in London Borough of Haringey (Haringey) between 2019-2024.

This action plan replaces the previous action plan, which ran from 2010-2018. Highlights of successful projects delivered through the past action plan include:

- employment of an Air Quality Apprentice to deliver awareness raising exercises and smarter travel initiatives in schools;
- employment of a shared Non-Road Mobile Machinery (NRMM) Enforcement Officer to enforce planning conditions;
- delivery of internal and public workshops to increase knowledge about the causes and effects of air quality with actions to improve it;
- work with Development Management to ensure that the air quality impacts upon new developments are appropriately assessed and mitigated and
- public transport improvements and cycling/walking infrastructure are being delivered via the Local Implementation Plan (LIP).

Air pollution is associated with several adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas[1,2].

The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion[3]. Haringey is committed to reducing the exposure of people in the Borough to poor air quality in order to improve health.

We have developed actions that can be considered under seven broad topics:

1. **Monitoring and other core statutory duties:** maintaining monitoring networks is critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also several other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution;
2. **Emissions from developments and buildings**: emissions from buildings account for about 15% of the Nitrogen Oxides (NO_X) emissions across London so are important in affecting Nitrogen Dioxide (NO_2) concentrations;
3. **Public health and awareness raising** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;

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[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010.
[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.
[3] Defra. Air Pollution: Action in a Changing Climate, March 2010

4. **Delivery servicing and freight**: vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO_2 emissions;
5. **Borough fleet actions**: our fleet includes light and heavy-duty diesel-fuelled vehicles such as minibuses and refuse collection vehicles with high primary NO_2 emissions. Tackling our own fleet means we will be leading by example;
6. **Localised solutions**: these seek to improve the environment of neighbourhoods through a combination of measures; and
7. **Cleaner transport**: road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric).

Within the above categories the Greater London Authority (GLA) have identified 9 key priorities that all London Boroughs should be focussing on in addition to other air quality measures. Our priorities are summarised as follows:

1. Enforcing the Non-Road Mobile Machinery (NRMM) Low Emission Zone.
2. Promoting and enforcing Smoke Control Zones.
3. Promoting and delivering energy efficiency retrofitting projects in workplaces and homes.
4. Supporting alerts services such as Airtext and promoting the Mayor's air pollution forecasts.
5. Reducing pollution in and around schools and extending school audits to other schools in polluted areas.
6. Installing Ultra-Low Emission Vehicle (ULEV) infrastructure.
7. Improving walking and cycling infrastructure: we will build on the work already undertaken in relation to encouraging cycling and walking.
8. Regular Car Free days/temporary road closures in high footfall areas.
9. Reducing emissions from Council fleets

To achieve these priorities and actions we will work in partnership across the Council with neighbouring authorities and with partners such as the GLA to effectively use the following local levers to tackle air quality issues within our control including:

i. delivering transport projects through the Local Implementation Plan (LIP).
ii. implement joint working with public health professionals.
iii. to continue to utilise the planning system to drive the air quality agenda via conditions and enforcement where appropriate.
iv. to encourage the use of lower emission vehicles by the Council, businesses and residents.
v. measures at a wider scale and investigate options to make efficient use of resources by delivering joint actions, such as the London wide NRMM and Idling projects.

We have worked hard to engage with stakeholders and communities who can make a difference to air quality in the borough. We would like to thank all those who have worked with us in the past and we look forward to continued partnership (as well with new partners) as we deliver this new action plan over the coming years.

We recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on issues beyond Haringey's influence.

RESPONSIBILITIES AND COMMITMENT

This AQAP was prepared by the Haringey Council's Regulatory Services – Pollution Team with the support and agreement of the following officers and departments:

Role/Team/Department	Officer Name
• Pollution Officer- Lead	Dr Eliane Foteu Madio
• Sustainable Transport Group Manager	Peter Boddy
• Transport Planner	Neil Goldberg
• Active Travel and Health Officer/Smarter Travel	Keeble Andrea
• Head of Carbon Management	Joe Baker
• Health in All Policies Officer	Marlene D'Aguilar
• Commercial Environmental Health Manager	Felicia Ekemezuma
• Commissioning Manager - Active Communities	Zoe Robertson
• Regulatory Services Manager, Community Safety & Enforcement	Gavin Douglas
• Regeneration Manager	Emily Read
• Community Safety, Enforcement & Waste Manager, Commissioning & Client	Ian Kershaw
• Strategic Procurement	Michael Molony
• Assistant Director of Planning	Emma Williamson
• Director of Public Health	Dr Will Maimaris
• Tree & Nature Conservation Manager	Alex Fraser

This AQAP has been approved by:

Name of Council member	Name	e-signatures	Date
• Interim Director of Public Health	Dr Will Maimaris		18 November 2019
• Assistant Director of Planning	Emma Williamson		18 November 2019
• Director of Environment & Neighbourhoods,	Stephen McDonnell		18 November 2019

This AQAP will be subject to an annual review, appraisal of progress and reporting to Directors of Planning, Public Health and Environment & Neighbourhoods. Progress each year will be reported in the Annual Status Reports produced by Haringey Council, as part of our statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Lead Officer - Pollution at:

Pollution, 1st Floor River Park House, 225 High Road, London N22 8HQ, Email: Pollution@haringey.gov.uk

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Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
BP	Borough Plan
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM_{10}	Particulate matter less than 10 micron in diameter
$PM_{2.5}$	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Foreword

Please find below a joint statement of intent to work together to deliver the shared aims of improving air pollution from the undersigned Cabinet Member.

We are pleased to present Haringey's Air Quality Action Plan setting out measures to improve air quality in Haringey between 2019 and 2024. This Action Plan replaces the Council's second plan 2010-18, published in 2011.

Haringey is committed to making the borough a better place to live and work. Air quality affects everyone living and working in the borough and is therefore an integral part of this vision.

A number of initiatives are already in place to improve air quality both London-wide and at a local level and these are already working well. We will build on these initiatives to further encourage active travel, implementation of transport improvements, reduced emissions from new developments and reduced exposure for residents.

This Action Plan sets out how we will work together towards meeting national air quality objectives for nitrogen dioxide (NO_2) and Particulate Matters (PMs). We cannot achieve this alone, and we will be taking a partnership approach both across Haringey, with the adjoining boroughs and other external stakeholders.

Haringey has been awarded Cleaner Air Borough Status, which means that criteria under the following 6 themes must be met: (1) political leadership; (2) taking action; (3) leading by example; (4) using the planning system; (5) informing the public and (6) integrating air quality into the public health system. This Action Plan contributes to achieving these criteria and to ensuring that Haringey retains its Cleaner Air Borough status.

Name of Council member	Name	e-signature	Date
• Cabinet Member for Environment	Councillor Hearn		18 November 2019
• Interim Director of Public Health	Dr Will Maimaris		18 November 2019
• Assistant Director of Planning	Emma Williamson		
• Director of Environment & Neighbourhoods,	Stephen McDonnell		18 November 2019

Introduction

This report outlines the actions that Haringey will deliver between 2019-2024 in order to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement on the Local Authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. It also meets the requirements of the London Local Air Quality Management statutory process[4].

1. Summary of current air quality in Haringey Council

The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives considers EU Directives that set limit values which member states are legally required to achieve by their target dates.

Haringey is meeting all the national AQS objectives other than for the gas Nitrogen Dioxide (NO_2). Haringey is meeting the current objectives for Particulate Matter (PM_{10} and $PM_{2.5}$) but as this $PM_{2.5}$ is damaging to health at any level, this remains a pollutant of concern.

LAEI model provides mapped annual mean NOx, NO_2, PM_{10} and $PM_{2.5}$ concentrations on a 20m x 20m basis for the whole of London from a base-year of 2013 for 2020, 2025 and 2030. The LAEI uses air pollution emission estimates from a wide range of sources including transport (including agriculture and long-range), industrial, domestic and commercial combustion, using the most up-to-date activity data, emission factors and projection factors.

Figure 1 shows the 2013 LAEI baseline annual mean NO_2 concentrations in Haringey. The changes in colours show how the pollution gradient changes, with distance, away from the heavier traffic.

The map shows that much of the borough has pollution levels below the target limit. The highest concentrations of NO_2 which breach the legal limits are found on the busiest main roads in the borough however pollution levels quickly reduce with distance from the pollution source.
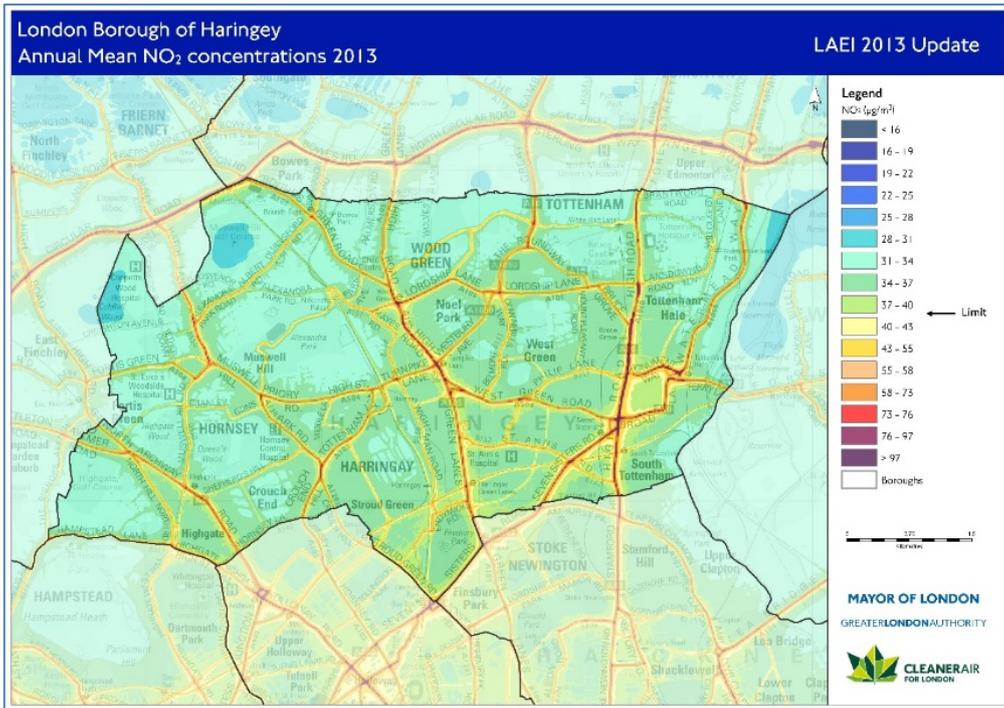

Figure 1 Modelled map of annual mean NO_2 concentrations (from the LAEI 2013)

Figure 2 shows the 2013 LAEI baseline annual mean PM_{10} concentrations in Haringey. Similarly, the contours (changes in colours) show how the pollution gradient changes, with distance, away from the heavier traffic. The concentrations PM_{10} are generally low and below the recommended limit with the exception of major road where heavy traffic is expected.
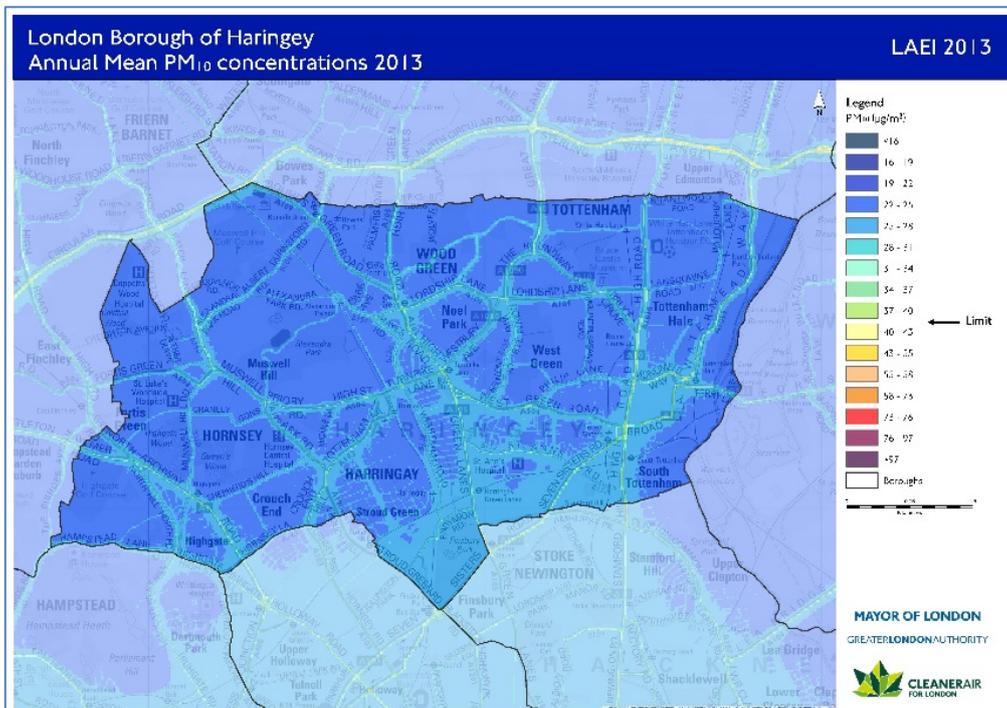

Figure 2 Modelled map of annual mean PM_{10} (from the LAEI 2013)

Figure 3 shows the 2013 LAEI baseline annual mean PM$_{2.5}$ concentrations in Haringey. There is no evidence that there is any safe level for PM$_{2.5}$. They are small enough that they penetrate deeply into the lungs and get stuck there, then cause negative impacts to human health. The map shows that higher concentrations of PM$_{2.5}$ are recorded on major roads where heavy traffic occur.
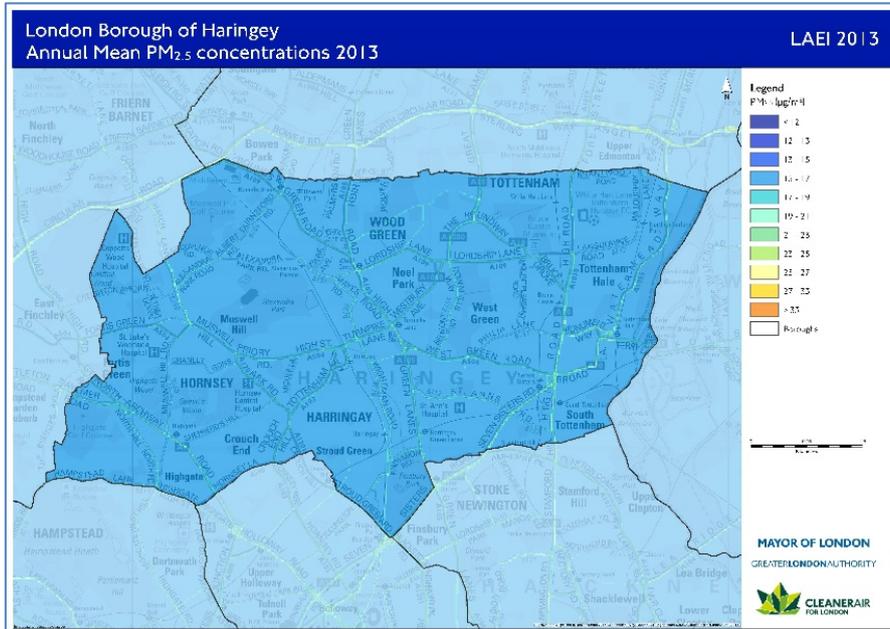

Figure 3 Modelled map of annual mean PM$_{2.5}$ (from the LAEI 2013)

1.1. Air Quality Management Areas (AQMA) and Focus Areas

Haringey was declared an Air Quality Management Area in 2001.

The AQMA declared for nitrogen dioxide (NO$_2$; annual mean objective) and Particulate Matter (PM$_{10}$; 24-Hour mean objective), as both pollutants failed to meet the relevant air quality objectives. For PM$_{10}$, air quality objectives are now largely being achieved, but there are still widespread exceedances of NO$_2$, particularly along busy and congested roads. Haringey also has a formal responsibility to work towards the national requirement for reductions of PM$_{2.5.}$

Current NO$_2$ diffusions tube locations and results of the 2018 air quality monitoring round are shown in Figure 4.

An air quality 'Focus Area' is a location that has been identified by the GLA as having high levels of pollution and human exposure. There are eight focus areas in the borough. In addition, through air quality modelling work commissioned by the Council, a further seven hotspot areas at these locations have been identified. Haringey's annual summary report available on our website show the actions taken in Focus Areas. Further actions are proposed as part of this AQAP.

The current air quality Focus Areas are included on the maps (Figures 5, 6, 7) of pollutant concentrations across Haringey.
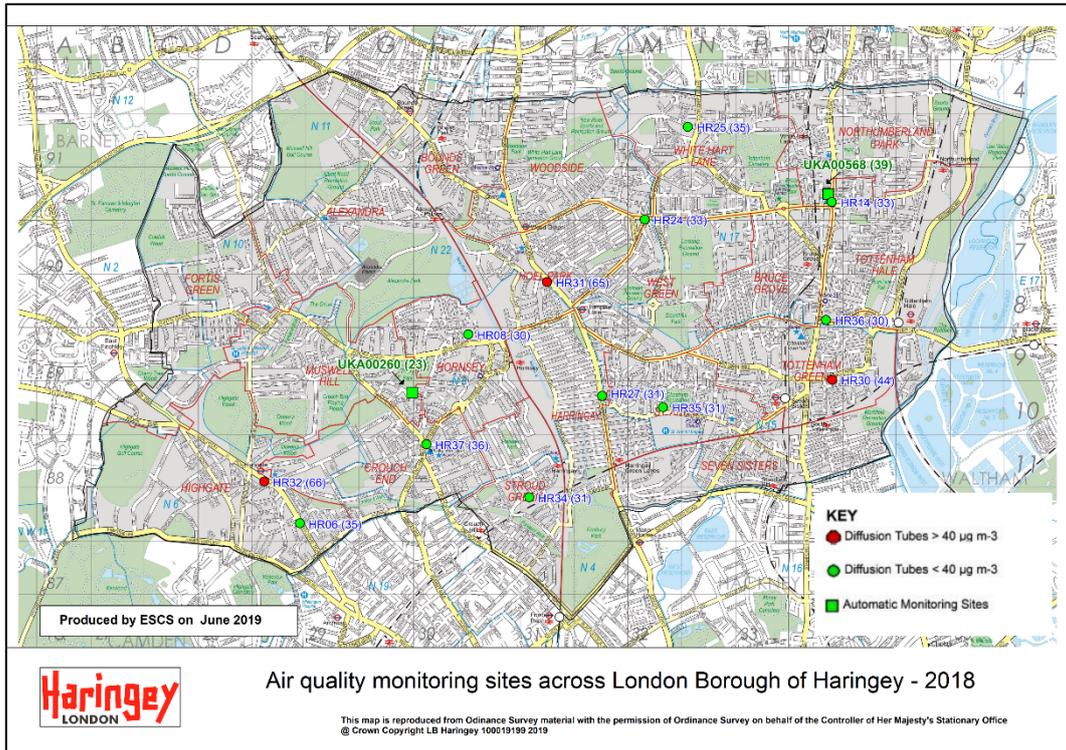
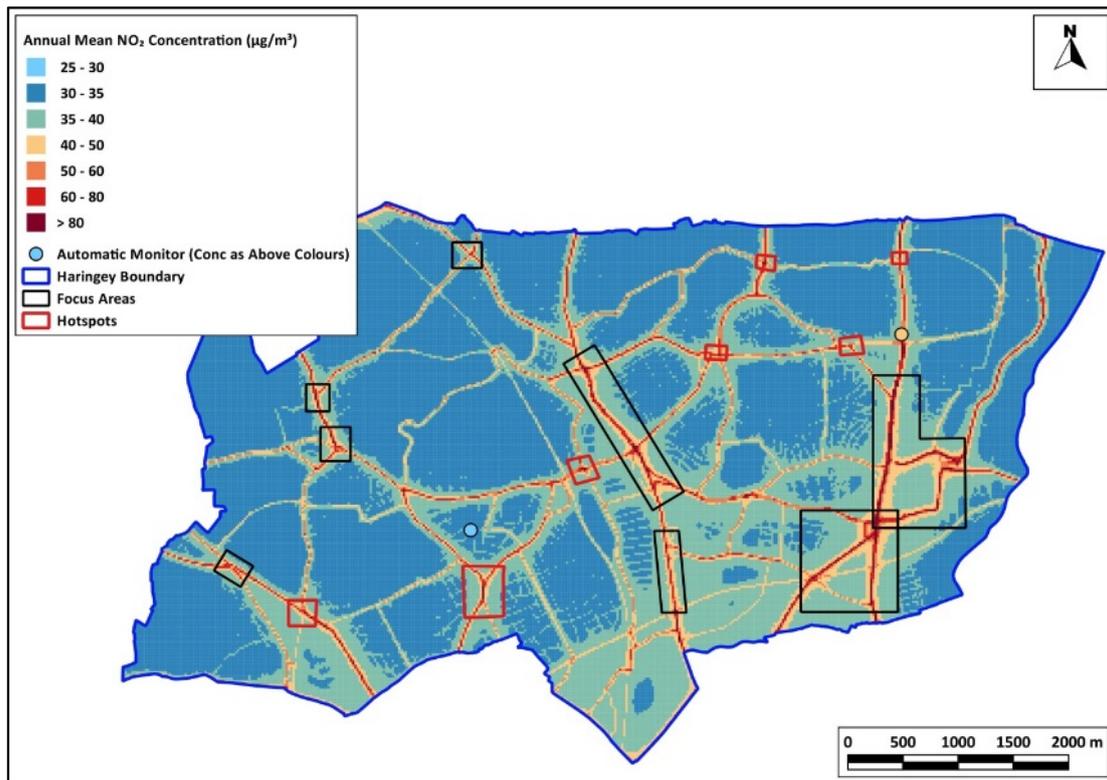Figure 4 above Map of monitoring locations and annual mean NO_2 concentrations for 2018.

Figure 5 Modelled map of annual mean NO_2 concentrations including monitoring locations and Air Quality Focus Areas (from the LAEI 2013)
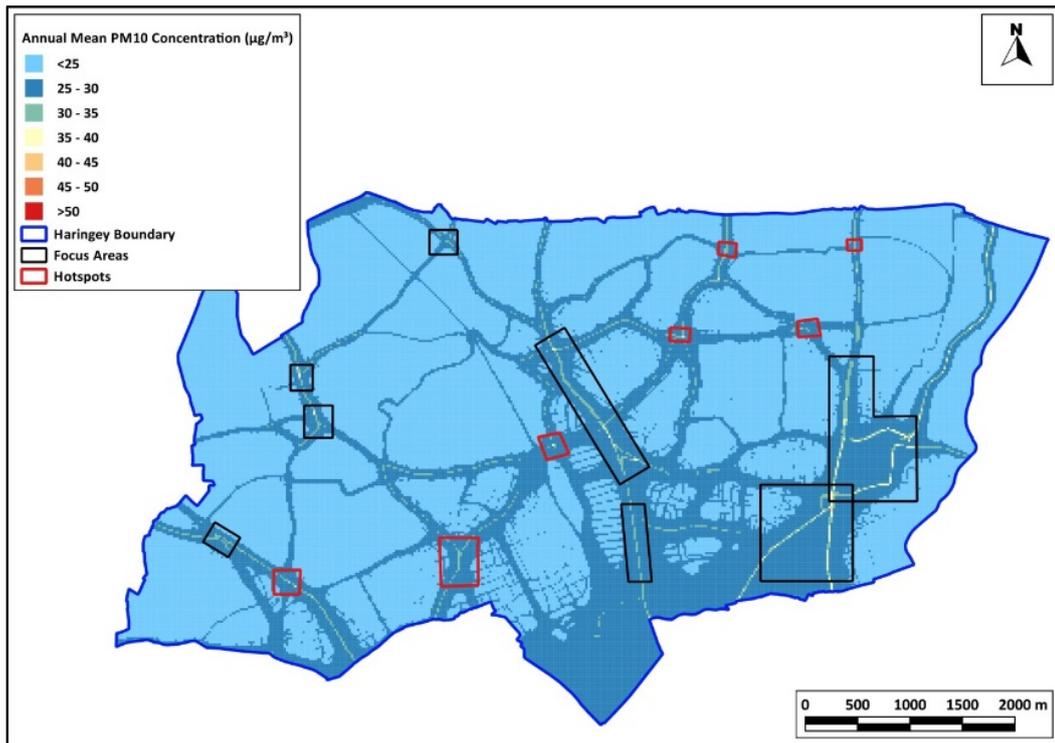
Figure 6 Modelled map of annual mean PM$_{10}$ including Air Quality Focus Areas (from the LAEI 2013)
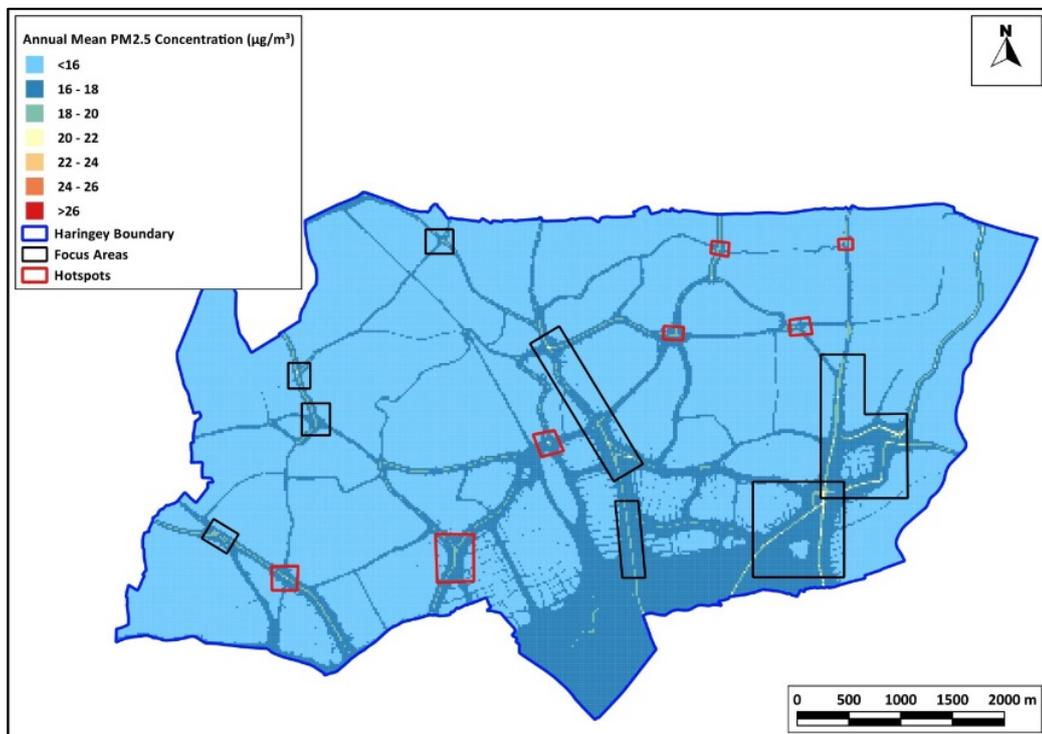
Figure7 Modelled map of annual mean PM2.5 including Air Quality Focus Areas (from the LAEI 2013)

1.2. Sources of Pollution in London Borough of Haringey

Pollution in Haringey comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Of the pollution that originates in the borough the main sources of NO_2 are road transport and domestic and commercial gas sources (i.e. boilers) (Figure 8a). In relation to transport emissions (Figure 8b), diesel vehicles predominate. The main sources of particulate matter are road transport, resuspension, and Non-Road Mobile Machinery (Figure 9a and Figure 9b).

Figure 8 NOx Emissions by source(a) and vehicle type(b) (from the LAEI 2013)

Figure 9a PM$_{10}$ Emissions by source (from the LAEI 2013)

Figure 9b PM$_{2.5}$ Emissions by source (from the LAEI 2013)

Emissions from restaurants, takeaways and canal boat have been specifically identified as additional sources of air pollution within Haringey that will be tackled by this Action Plan.
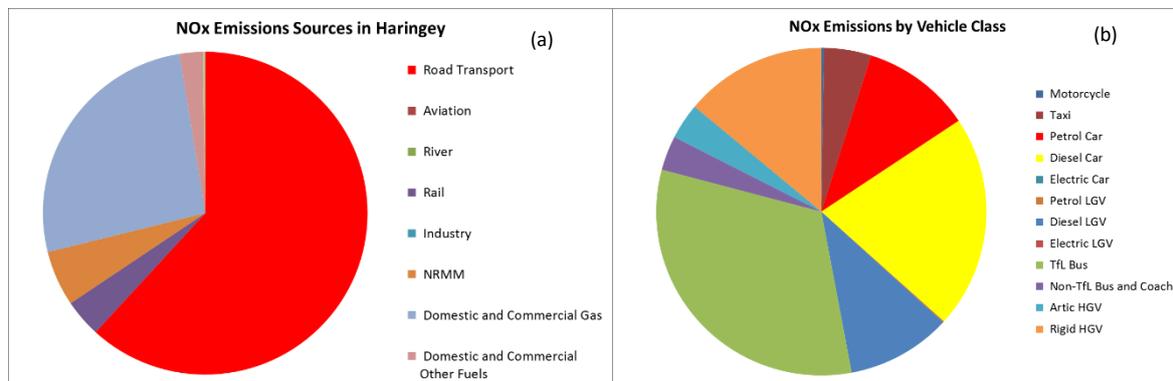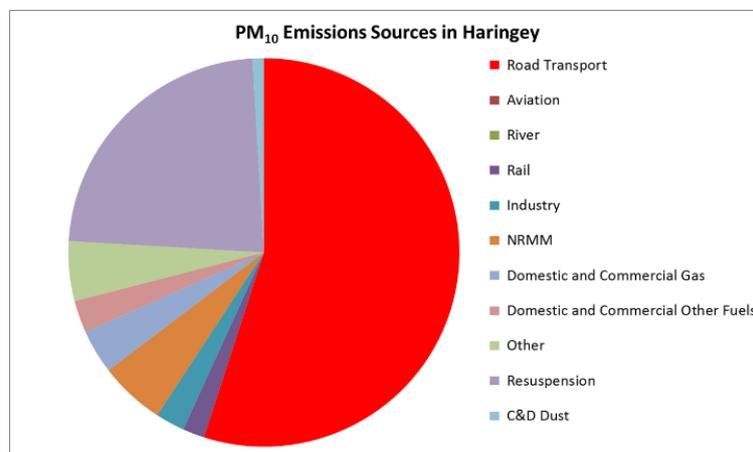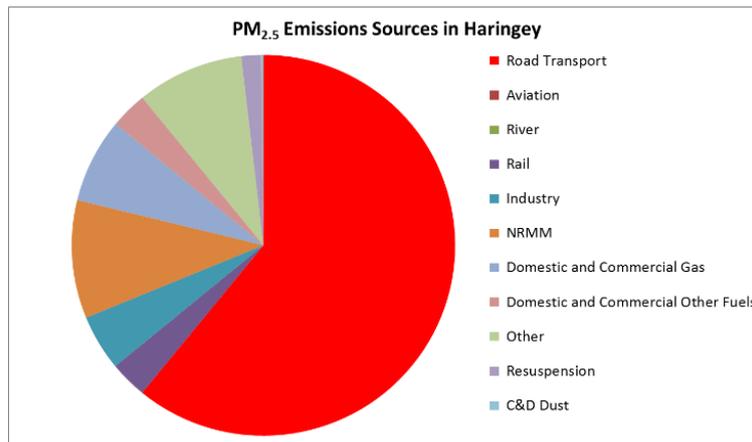
2. London Borough of Haringey's Air Quality Priorities

Borough Plan[5] - the Council's Four-year plan sets out a vision for how we want to support a healthier and better quality of life for Haringey residents and businesses. It sets out the key priorities, all of which are designed to have a major positive impact on the quality of people's lives. In order to deliver on these targets, we will work closely with other organisations, and support residents to act.

This Action Plan has been developed in tandem with the current corporate priorities via the Borough Plan. The priorities are:

Priority 1 - Housing - a safe, stable and affordable home for everyone, whatever their circumstances,
Priority 2 - People - our vision is a Haringey where strong families, strong networks and strong communities nurture all residents to live well and achieve their potential,
Priority 3 - Place - a place with strong, resilient and connected communities where people can lead active and healthy lives in an environment that is safe, clean and green,
Priority 4 - Economy - a growing economy which provides opportunities for all our residents and supports our businesses to thrive and
Priority 5 - Your Council - the way the council works.

With the Borough Plan we have also published Equality Principles, Partner Statements and Key Pledges for our relationships with Residents, Business and the Voluntary and Community Sector.

A series of engagement workshops were held during February and March 2017, and in 2018 as part of the development of AQAP for members of the public, local community groups and Council departments. The aim of the workshops was to raise awareness of local air quality issues and to listen to concerns about air quality from the whole

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[5] http://www.minutes.haringey.gov.uk/documents/s106970/BP%20-%20Cabinet%20Report%20-%20Feb%2019.pdf

community. The following issues were raised and taken into consideration when drafting this plan:

- Opportunities for partnership working across Council departments
- Air quality monitoring
- Enforcement
- Planning
- Borough fleet and procurement
- Cycling and walking
- Encourage low emission vehicles for deliveries and via parking policies.

Cleaner Air Borough Status was awarded to Haringey by the Mayor of London in recognition of the efforts made via the AQAP towards tackling air pollution. This status has enabled the Council to bid for additional air quality funding from the GLA. Improving air quality and maintaining Cleaner Air Borough Status by achieving our AQAP actions is a critical priority for Haringey.

3. Development and Implementation of London Borough of Haringey's AQAP

3.1. Consultation and Stakeholder Engagement

We have worked with other Local Authorities, agencies, businesses and the local community in developing/updating the action plan to improve local air quality. Schedule 11 of the Environment Act 1995 requires Local Authorities to consult the bodies listed in Table 3.1. In addition, we have undertaken the following stakeholder engagement:

- An online questionnaire which was available in accessible formats, launched on the Council's website on the 28th of June;
- Information leaflets and questionnaires were available at all major libraries;
- The consultation was publicised in local press such as Haringey & Enfield Independent and Haringey People.
- All schools, colleges and interest groups were emailed the questionnaire directly
- 4 public, 2 members and 2 specialist groups workshops were delivered to provide opportunities for further stakeholder engagement.
- Regular tweets were made to encourage attendance of workshops and completion of questionnaire

3.2. The key statutory consultees were also consulted directly by email.

A summary of the response to our consultation stakeholder engagement is given in Appendix A. Detailed responses are presented in a separate report available on the council's website or on request.

Table 3.1 Consultation Undertaken

Answer	Consultee
Yes	The Secretary of State
Yes	The Environment Agency
Yes	Transport for London and the Mayor of London (who will provide a joint response)
Yes	All neighbouring local authorities

Answer	Consultee
Yes	Other public authorities as appropriate
Yes	Bodies representing local business interests and other organisations as appropriate

3.2   Steering Group

An air quality steering group comprising representatives from all relevant departments has been set up to develop this updated AQAP. The group have been meeting regularly to develop the plan. In addition, one to one meeting has been held with steering group members to discuss and agree certain actions. The steering group will continue to meet periodically once the plan is in place in order to monitor, review and drive the Action Plan forward.

Monthly Carbon Management and Air Quality One to One Meetings are held with the Cabinet Member for Environment.

The following meetings have been held to discuss the AQAP:

Table 3.2   Summary of Meetings Held to Discuss the AQAP

Meetings date	Meetings Time	Title	Locations
2017	Various	Stakeholder workshops held in 2017	Various
13/12/17	2.00 pm	AQAP Steering Group Meeting	Alexandra House
18/12/17	12.30pm	AQAP Presentation to Priority 4 Board	River Park House
10/1/18	-	AQAP Steering Group Meeting	Alexandra House
14/2/18	-	AQAP Steering Group Meeting	River Park House
15/2/18	10.00am	AQAP/Planning Development Management	River Park House
14/3/18	2.00pm	AQAP Steering group	River Park House
21/3/18	3.00pm	AQAP Stakeholder Engagement Workshop	Lordship recreation Community Hub
23/3/18	2.00pm	AQAP/Transport Planning – Transport Strategy	River Park House
11/4/18	10.00am	AQAP Stakeholder Engagement Feedback Session	River Park House
11/4/18	2.00pm	AQAP/Comms Consultation Plan	River Park House
18/4/18	10.30am	AQAP/Procurement	River Park House
25/4/18	11.00am	AQAP/Low Emission Vehicle Strategy	River Park House
25/4/18	3.00pm	AQAP/Public Health	River Park House

Meetings date	Meetings Time	Title	Locations
2/5/18	10.00am	AQAP Steering Group	Haringey Civic Centre
9/5/18	4.30pm	AQAP/Canals	River Park House
8/6/18	10.00am	AQAP/Sustrans	River Park House N22
13/6/18	2.00pm	AQAP Steering Group	Level 1 River Park House N22
14/6/18	9.30am	AQAP/Regeneration	River Park House N22
15/6/18	4.30pm	AQAP/School	River Park House
20/6/18	2.00pm	AQAP/ Service Head Progress Review	River Park House
28/6/18	11.00am	AQAP/Commissioning and Client Services	River Park House
2/7/18	9.30am	AQAP/ Service Head Progress Review	River Park House
4/7/18	11.15am	AQ and Zero Carbon Portfolio 1:1	River Park House
1/8/18	11.45am	AQ and Zero Carbon Portfolio 1;1	River Park House
23/8/18	2.00pm	AQAP/Public Health	River Park House
5/9/18	2.30am	AQ and Zero carbon Portfolio 1:1	River Park House
13/9/18	9.30am	Draft AQAP presentation to Corporate Board	River Park House
21/9/18	2.00pm	AQAP/Zero Carbon 1:1	River Park House
8/11/18	2.00pm	AQAP/Public Health	River Park House
14/11/18	2.00pm	AQAP/Passenger Transport	River Park House
10/01/19	10.00am	AQAP Steering Group	River Park House
11/02/19	10.00am	AQAP Steering Group	River Park House
08/05/19	2.00pm	AQAP/ Transportation and Highways, /Development Control/Transport and planning policy	River Park House
13/05/19	2.30pm	AQAP/ Regeneration & Park	River Park House
15/05/19	2.00pm	AQAP/ Public Health & Carbon Management	River Park House
29/05/19	4:00pm	Haringey Transport Forum	Haringey Civic Centre
10/06/19	2:00pm	Procurement/Active Communities & Health	River Park House
11/06/19	9:00am	Public Workshop	Enterprise Centre 639 High Road
19/06/19	7:00pm	Climate Change Forum	Haringey Civic Centre
24/06/19	6:30pm	Members workshop	Haringey Civic Centre
25/06/19	9:00am	Public Workshop	Hornsey Library
28/06/19	9:00am	Public Workshop	Wood Green Library
29/07/19	7:00pm	Members Workshop	Haringey Civic Centre

4. Action Plan Table

Table 4.1 shows the London Borough of Haringey AQAP (2019-2024). It contains:

- a list of the actions that form part of the plan;
- the responsible individual and departments/organisations who will deliver this action;
- estimated cost to the council;
- expected benefit in terms of emissions and concentration reduction;
- the timescale for implementation
- the outputs, targets and Key Performance Indicators
- how progress will be monitored.

4.1. Evaluation Approach

Within 4.1 the actions are evaluated in relation to their expected impact on:

- air quality (i.e. reduction in emissions or concentrations);

- cost; and

- timescale for implementation.

4.2. Air Quality Impact

Air quality impacts have been classified to represent 'low 'to 'high' impact. The higher the impact, the greater the improvement in air quality, i.e. the greater the reduction in NO_2 and/ or PM_{10} concentrations. For each Action, the expected reduction in annual mean NO_2 and/ or PM_{10} concentrations has been determined based on professional judgement, drawing on experience gained from other studies, as well as the LLAQM Borough Air Quality Action Matrix as published by the GLA. The following classification scheme has been used:

- **Low**: imperceptible (a step in the right direction). Improvements unlikely to be detected within the uncertainties of monitoring and modelling;

- **Medium**: perceptible (a demonstrable improvement in air quality). An improvement of up to 5% of the objective (2 $\mu g/m^3$), which could be shown by a modelling scenario. Improvement is not likely to be shown by monitoring due to confounding factors of the weather; and

- **High**: significant. Improvement of more than 5% of the objective (2 µg/m^3)· Can be clearly demonstrated by modelling or monitoring (a significant improvement is likely to be delivered by a package of options rather than by a single intervention).

4.3. Cost

The implementation of the measures set out in this Action Plan are dependent on the resources required to deliver the programme. In line with current London Technical guidance, it is not necessary to carry out a detailed cost-benefit analysis. Rather the aim is to provide a broad indication of costs so that the proposed measures can be ranked according to the cost and the expected improvement to air quality. Costs are represented as follows:

- **'Very Low'** cost is taken to be £10K and under;

- **'Low'** cost is taken to be £10 - £50K;

- **'Medium'** cost is £50K - 500K;

- **'High'** cost is £500K - £2 million; and

- **'Very High'** cost is over £2 million.

4.4. Timescale

The timescale for the implementation of measures have been considered using the following classifications:

- Short-term relates to those measures that can be implemented within 1-2 years;

- Medium-term relates to those implemented within 2-5 years;

- Long-term options are those, which are 6+ years.

Table 4.1   Air Quality Action Plan 2019-24 Table of Measures

The actions have been grouped into seven categories: Monitoring and core statutory duties; Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport. This table should be read in conjunction with the below listed documents[6]. Traffic and parking related improvement measures are detailed in Transport Strategy (March 2018) and the Parking Strategy which will be published in due course.

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Monitoring and other core statutory duties	1	a) With the support of all relevant teams, monitoring to include maintaining the borough's two automatic and 13 NO_x diffusion tube monitors across the borough and expand monitoring networks, especially around schools.	Pollution Development Management.	Low – medium	No emissions/ concentrations benefit but critical in terms of understanding emissions and concentrations and the impact of action taken.	This action is ongoing and there is a target to install 20 new diffusion tube monitors by 2020.	**Outputs/Measures/Targets** • Outputs to be presented in our Annual Summary Report (ASR) available on our website. • Continue to monitor via 2 automatic monitoring stations and via 13 NOx diffusion tubes. • Reintroduction of PM10 & 2.5 monitoring if evidence shows there is a need. • Increase the number of diffusion tube by more than 50% • Review diffusion tube locations periodically to reflect changes in the environmental settings • Feasibility of implementing additional monitoring sites e.g. Wood Green, B/LEN	The council will continue looking for alternative sources of funding to implement the measures listed below where justified. • Installation of low cost NO_2 monitors in each school playgrounds and at hotspots areas including Green Lanes for example; • Installation of more monitoring to capture seasonal variations of air quality to include the worst-case scenario during winter; • inclusion of CO_2 and PMs monitoring in our monitoring plan • Co-operation with other GLA London programmes (e.g. Breathe

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[6]
- Parks and Open Spaces Strategy available at https://www.haringey.gov.uk/libraries-sport-and-leisure/parks-and-open-spaces/open-space-strategy
- Ultra-Low Emission Vehicle Action Plan available at https://www.haringey.gov.uk/sites/haringeygovuk/files/draft_ultra_low_emission_vehicle_action_plan_-_full_document.pdf
- Parking Permits Strategy (Ongoing)
- Transport Strategy available at https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_transport_strategy_2018.pdf
- Transport Policy Statement (ongoing)
- Crouch End Liveable Neighbourhoods Project available at https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/public-realm-improvements/liveable-crouch-end
- Local Plan: Development Management DPD available at https://www.haringey.gov.uk/planning-and-building-control/planning/planning-policy/local-plan/local-plan-development-management-dpd
- School Street action plan is due in March 2020

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							- Explore opportunities to increase monitoring e.g. at schools - Diffusion tubes replacement according to published calendar - Require monitors to be placed around large scale developments as part of planning process - Submit monitoring data to Kings College for the LAQN as well as DEFRA's network to make available detailed map of the air quality across Haringey and London. - Publish moderate or high air pollution levels on Clear Channel UK digital display signs within the borough. **KPIs** - Over 90% data capture. - Produce an inventory of the number of monitoring sites to fit the target and regularly review as appropriate. - Maintain existing networks (at a minimum) - Potentially use of sensors to monitor the effectiveness of interventions (BP) - Publish data on digital display signs in Wood Green by end of 2019. Roll service out to other areas by March 2020.	London and Kings College London 'toxic air supersite') where necessary; Tracking Government research into emissions listed in Clean Air Strategy 2019, for instance from brakes and tyres in due course.
		b) Complete and submit Annual Status Reports on time.	Pollution	Low – medium	Allows for a much deeper understanding of annual trends across the borough for better management.	Months/Years	<u>Outputs/Measures/Targets:</u> - Content and context of the document found to be satisfactory following a review by GLA/DEFRA - to meet submission deadline. - Annual publication on website on target deadline <u>KPIs:</u> Submission and review following comments on the report by GLA/DEFRA.	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		c) Update AQAPs every five years at a minimum and follow LLAQM guidance when doing this; check/amend AQMA's as required.	All	Low – medium		Five years	**Outputs/Measures/Targets** • Content and context of the Air Quality Action Plan (AQAP) found to be satisfactory following a review by GLA/TFL • meet submission deadline • Annual publication on website on target deadline • AQAP action table kept up to date annually **KPIs:** • Annual review of AQAP and action table • Publish new AQAP by 2024	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Emissions from developmen ts and buildings	2	a) Investigate the potential for larger development areas to proactively assess air quality impacts cumulatively	Development Management Regeneration Pollution	Low	Low in short term, but potentially medium in longer term	Ongoing	**Outputs/Measures/targets:** • Develop guidance for assessment of cumulative air quality impacts • Ensure consistent conditions applied • Ensure that cumulative assessment has been successfully undertaken in large development where necessary. • Ensure that air quality assessment is dealt with adequately in planning applications **KPIs:** • Guidance published by the end of 2020 • Development of scheme to monitor the effects of the guidance by end of 2021 • Produce statistics on cumulative assessment of air quality around larger development using the recommended guidance April 2022	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		b) Ensuring emissions from demolition and construction are minimised	Development Management/ Pollution/Enforcement Response	Very Low to Low	PM Medium-High Localised benefits likely but not quantifiable	Short	**Outputs/Measures/Targets:** • Continue to ensure that construction and demolition method statements are referred to pollution team for review at the discharge stage. • Continue to ensure all air quality conditions are discharged prior to development starting/occupation • Continue to require Air Quality Dust Management Plans (AQDMP) by Condition for major developments • Compile Annual Status report (ASR) and submit to GLA/DEFRA • Continue to ensure that construction related complaints (>10 units) are referred for enforcement • Log of Complaints and enforcement • Register of enforcement action taken **KPIs**: • Ensure 100% of all major planning applications have NRMM and AQDP conditions/ air quality and dust enforcement actions (BP) • Reduction in air pollution complaints from construction sites over the course of the AQAP year on year • Overall reduction of LAEI 2013 construction related PM10 & 2.5 emissions	Planning condition to include where appropriate: • Air Quality assessment • Management and Control of Dust then registration Considerate Constructors Scheme • NRMM and plant to be used on the site of net power between 37kW and 560 kW has been registered at http://nrmm.london/. • Asbestos management
	3	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	Pollution Development Management		NO× and PM Medium-High Localised benefits likely but not quantifiable	Short Until 2022	**Outputs /Measures/targets** • Statistic to be reported in our Annual Status Report including number of applications with NRMM conditions • Participate in Pan London NRMM project • Carry out enforcement and monitoring as prescribed by the project • Log of enforcement visits to be kept	• Haringey and 27 other LAs successfully bid for funding from the MAQF to undertake auditing, enforcement and monitoring of major development sites.

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							• Increase inspection on sites with NRMM requirements and keep a register • All major planning applications conditioned with NRMM requirements • Publicise role to make site operators aware that details of enforcement will be within initial application advisory documentation • Disseminate NRMM literature to site managers during site visits as part of London wide NRMM project KPIs: • Aim for 100% of, all major application to be registered at http://nrmm.london/. • Monitor percentage of development sites that comply to the NRMM requirements and proportion of relevant sites inspected each year • Percentage of relevant development sites that are subject to planning condition requiring compliance with the NRMM LEZ • Number or proportion of events or roadworks required by licence or contract to comply with the NRMM LEZ • Reporting on the collection and spend of section 106 contributions on construction management issues in the annual statement • Reductions in the number of complaints associated with construction machinery	
	4	Reducing emissions from CHP.	Development Management	Very Low to Low	Medium-High	Short	Outputs/Measures/Targets	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		Enforcing CHP air quality policy. Ensure smaller developments use ultra-low NOx Boilers.	Pollution Carbon Management		Localised benefits likely but unquantifiable		• ASR and planning portal including number of conditions requiring high efficiency boilers. • Condition requiring band B emissions standards of CHP in Air Quality management Area (AQMA). • Condition requiring ultra-low NOx boilers • Planning to refer relevant discharge of conditions to pollution. • A database/register of all sites with CHP will be kept. • Log of applications where CHP and biomass conditions apply with 100% Target • Continue to review air quality assessments/energy strategies to ensure compliance • Investigate setting a requirement for evidence of maintenance of CHP combustion plant. KPIs: indictor will be obtained through monitoring the following: • Number of secondary heat sources integrated into heat networks • Number of existing combustion-based CHP engines removed/replaced with cleaner, lower carbon heat sources	
	5	Enforce Air Quality Neutral (AQN) policy	Development Management Pollution	Very Low to Low	Medium Localised benefits likely but unquantifiable	Short	Outputs/Measures/Targets: ASR and planning portal • Disseminate Information to support planners in understanding on site mitigation options • Ensuring conditions and requirements are enforced and monitored. • Agreeing standard planning conditions to require compliance with air quality neutral standards and submission of details prior to occupation for all developments. • Apply Air Quality Positive standards where appropriate (New London Plan) • AQN assessments submitted with Major applications. Enforcement via	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							planning process – i.e. via approval of plans discharge of conditions • Knowledge sharing with planners, so that they can assess basic compliance in cases that are otherwise non-contentious for air quality. • Log of applications where AQ Neutral/positive conditions applied, and benchmarks achieved Target 100% KPIs: • Increase in number of development proposals meeting the air quality neutral standards • Annual Status Report submitted on time	
	6	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new and existing developments.	Analyst & Systems Team Development Management	Very Low to Low	Low	Short to medium	Outputs/Measures/Targets: • Regularly produce map of green space. • Area of green space incorporated into new developments • Pursue "Healthy Streets" in areas of development and estate renewal • Apply London Plan Policy principles for Increasing Green Space in development opportunities • Access to information on suitable greenery • Implementing a mechanism for air quality and biodiversity officers to jointly comment on green infrastructure • Recording and benchmarking the levels of green infrastructure in developments and setting targets to improve on levels and quality of green infrastructure provided. Requirements for green space set out within the Haringey Development plan Document (DPD DM20) • Ensuring that exposure in amenity spaces is considered at the design stage and as part of the Air Quality	

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							assessment for new development and redevelopment proposals **KPIs**: The following parameters will be used to monitor progress: • Numbers of proposals or projects where green infrastructure is used or enhanced to provide low exposure walking and cycling routes • Proportion of major planning applications where green amenity spaces are in areas of low exposure. • For stand-alone green infrastructure projects consider using exposure reduction targets as project KPIs	
	7	a) Declaring Smoke Control Zones and ensuring they are fully promoted To include: an awareness campaign, engagement with suppliers, and active enforcement.	Pollution	Very Low to Low	Use literature published London-wide estimates.	Campaign initiated by March 2020	**Outputs/Measures/Targets**: • Review and clarify the smoke control zone and send to cabinet • Develop information packs and plan face to face meetings with residents and other members of the public. • All fuel suppliers in the borough engaged, and 50% showing point of sale information about cleaner fuels. • Residents engaged via 2 council newsletter articles, and 1 photo opportunity/press release with local papers. **KPIs**: • Estimated reach of awareness campaigns • Number of suppliers engaged • Increased enforcement	
		b) Ensuring that Smoke Control Areas are appropriately identified and fully enforced.	Pollution	Low – No additional cost	Low- Medium Localised benefits	Ongoing	**Outputs/Measures/Targets:** • All complaints of dark smoke investigated within 5 working days by pollution/enforcement team as appropriate. • Enforcement action taken where appropriate. • Annual reports of smoke control areas within Haringey, enforcement actions taken and recommendations	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							KPIs: • Number of Enforcement visits/action	
	8	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE: FIT, RE: NEW and through borough carbon offset funds. to replace old boilers/top-up lost insulation in combination with other energy conservation measures.	Carbon Management Homes for Haringey	Low Most schemes externally funded so low to neutral cost to council	Low/medium	ongoing	Outputs/Measures/targets: • Outputs from different program as detailed below for carbon management • SAP scores from HfH and other housing sectors. • ASR and planning. • Continue monitoring the before/after benefits • Improve energy efficiency in Haringey's corporate buildings • Review procurement policy regarding replacement boilers to introduce NOx emission standards for all council property stock for upgraded heating system • Promoting the Minimum Energy Performance Regulation requirements to commercial and residential landlords on the Councils website and via Haringey's Home Finder Scheme and Private Sector Housing team at Landlord forums. • Continue to deliver home improvements such as loft and roof insulation, energy efficient boilers, upgrades to communal boilers and double-glazed windows through Homes for Haringey major works programme. • Promote energy efficiency to both council and private residential and commercial property owners/tenants. • Facilitate the design and development of decentralised energy networks in Tottenham Hale, North Tottenham and Wood Green. • Explore the opportunity to install clean renewable energy technologies in the Council's housing and commercial stock. • Applying for new funding opportunities to encourage energy efficiency improvements in the borough.	

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			GLA GLA Carbon Management				• To maximise the opportunities to achieve zero carbon on-site and to collect carbon offsetting contributions. To finalise the priority projects for funding from the Councils carbon offsetting fund. Using it to deliver energy efficient projects with wider community benefit. KPIs: • Reduce CO_2 emissions by 40% by 2020 and being Zero-Carbon by 2050. • No. of schemes using RE: FIT and RE: NEW. as the programme guarantees the amount of CO_2 emissions reduced. (GLA) • Tracks the percentage of the boroughs social housing stock which has been updated through the RE: NEW scheme. (GLA)	
	9	a) Installation of residential electric charge points within developments	Development Management Carbon management	Low to High Private funding may be an option	Low to Medium depending on uptake NO2 PM CO2	Short to medium term	Targets: • Install additional EV charge points • Wood Green Area Action Plan requires new parking spaces to have EV recharging points • Encourage EV in new developments – via policy or guidance • Consider development of guide for mitigation of new developments. • Consider specific options in Tottenham regeneration areas • Pursue as part of Neighbourhoods for the Future in Wood Green and roll out successful initiatives elsewhere in the borough KPI	Development Management Carbon management

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							• No. of rapid points provided within major developments	
		b) Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches	Development Management	Very Low to Low	Low- Medium Localised benefits	Ongoing	**Outputs/Measures/Target:** • ASR and planning portal. • Log of applications Target 100% • Haringey will ensure that the planning and redevelopment teams considers new policies on air quality positive and healthy streets at an early stage in the development of plans. • We will engage with GLA and TfL resources to support the development and deployment of these policies **KPIs**: • For Air Quality Positive specific metrics of success will be expected to be proposed for each selected measure, and more detail on this will be provide in new Guidance accompanying the London Plan • For Healthy Streets success should be measured against the ten Healthy Streets indicators.	.

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Public health and awareness raising	10.	a) Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans.	Pollution Public Health	Very Low to Low	Low Protect individual health	Ongoing	**Outputs/Measure/Targets**: • Quarterly progress meeting on agreed actions • Annual reporting. • Healthy Living Pharmacy – to provide existing Cleaner Air for Haringey postcards to Public Health to distribute to relevant groups. • Provide further material for engagement with vulnerable groups and active travel work.	• Haringey council will continue to look for additional source of funding to enhance the measures described. • Haringey will incorporate any measures identified by the School Street Action Plan into the Plan.

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		b) Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for their support via the DPH when projects are being developed.				March 2020	• Discuss potential follow up to vulnerable groups workshops and consider additional groups. • Clinical commissioning Group - This has a two-part objective, to raise awareness in a phased timeline to reach the following: o Deliver awareness training to the CCG. o Discuss asthma and air quality. Looking at how key messages can be included into the school asthma guidelines and raising awareness sessions. • Develop a School Streets Action Plan identifying measures to be taken to reduce pollution around school KPIs: • 70% School to attend Asthma Friendly Workshop • 50% of school to achieve Asthma Friendly Status • Monitor measures identified by School Street Action Plan	
		c) Directors of Public Health (DsPH) fully briefed on the scale of the problem in your local authority area; what is being done, and what is needed. A briefing should be provided	Public Health	Very Low	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	Dec 2019	Outputs/Measure/Targets • Public Health represented at Air Quality steering Group and Plan to be signed off by DOPH KPIs: • Agreement to be signed off by DOPH	
		d) Directors of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on	Public Health	Very Low	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	To be updated 2020	Outputs/Measure/Targets • Report/chapter reviews • JSNA update – appropriate air quality considerations • Update Chapter on Air Quality in the JSNA. KPIs: JSNA to be reviewed and updated by 2020.	

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		air quality impacts on the population						
		e) Strengthening co-ordination with Public Health by ensuring that at least one public health specialist within the borough has air quality responsibilities outlined in their job profile	Public Health	None	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	Short term Ongoing	<u>Outputs/Measure/Targets</u> • Minutes of AQ Steering Group • Representative from PH part of AQ steering Group • At least one PH specialist has air quality in their objectives <u>KPIs</u>: Job specification of specialist to comply with requirement and actions included in workplan i.e. Health in all policy portfolio.	
		f) Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	Public Health	None	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	As and when ASRs and AQAPs are completed	<u>Outputs/Measure/Targets</u> • AQAP and Annual Status Reports are signed off by Director of Public Health • benefits will be linked to increased health and well being <u>KPIs</u>: • Signed AQAP and ASR as of when completed	
	11	Engagement with businesses as part of the 'Liveable Neighbourhoods' project in Crouch End	Sustainable Transport/Major Schemes Projects	Medium	Low enhanced coordination will benefit air quality initiatives	Short term	<u>Outputs/Measure/Targets</u>: • Progress Update • Website/survey on Project Centre's consultation portal www.pclconsult.co.uk, mailing lists, leaflet drop, council channels, promotional boards, press (photo op for Cllr) and social media <u>KPIs</u>: • Delivery of 3 workshops for residents/businesses/transport providers etc.	

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							• Development of scheme and consultation on proposals by November 2019. • Number of businesses actively engaged with. • Number of businesses actively participating in reducing emissions.	
	12	Supporting Airtext, promotion and dissemination of high pollution alert services.	Pollution Public Health, Active Communities and Health	Very Low	Low Protect individual Health	Ongoing	**Outputs/Measure/Targets:** • Information and promotion packs • Promote via Public Health, schools (via smarter travel team Active communities and health) and business engagement • Disseminate Air text leaflets to Pharmacies – via Healthy Living Pharmacy • Continue to distribute Cleaner Air for Haringey postcards and leaflets at events and stands • Funding the air TEXT message service for Haringey • Re-publicising the Mayor's social media pollution alerts through comms and social media channels. **KPIs**: • Number of subscribers, Sign-ups to airtext or similar alert systems in the borough • Engagement with vulnerable groups • Estimated reach of pollution alerts within the borough (via social media etc.)	
	13	Encourage schools to join the TfL STARS accredited travel planning programme	Active Communities and Health	Low	Low	Ongoing 67% of Haringey's schools accredited in 2016	**Outputs/Measure/Targets** • Continue to promote the Schools STARS scheme • Create activities to promote a sustainable and safe approach to travel • Work with school to encourage schools to engage with the STARS scheme and gain accreditation, and • Enable some schools to share their good news stories and activities - via the STARS website	

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							• Develop a School Streets Action Plan identifying measures to be taken to reduce pollution around school KPIs: • Increase the number of school travel plans to 68. With 38 at Gold and 20 at Silver Status in Haringey • Monitor measures identified by School Street Action Plan	
	14	Air quality in and around schools	Active Communities and Health Pollution .	Low to Medium	Low – Medium	Ongoing	Outputs/Measure/Targets: • Where funding is available deliver Personalised parent travel plan projects. Targeting schools where air quality is poorest. This will involve working directly with parents and staff to produce individual travel plans that encourage active travel. • Where funding is available progress, implement School Walk Zone projects at schools where air quality is poorest. This will include 121 support with schools and delivery of walking campaigns. • Work with TfL to incorporate Air Quality awareness into JTA and STARS programmes • Engage in existing and future GLA's AQ Schools Audit Initiative • Review monitoring at schools • Subject to staffing resources provide presentations at schools on how to improve air quality and actions to take on high pollution days • Identify further projects within schools with AQ in Focus Areas • Investigate strategic partnership opportunities e.g. Trees for Cities KPIs: • Where there are specific funded projects for Walk Zones and Parent Travel Plans that the projects specific KPIs are achieved.	

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							• Schools that have received GLA audits supported to fully implement actions from their Implementation Plans by end of 2019. • 5 schools supported to deliver their own air quality audits by April 2020	

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Delivery servicing and freight	15	a) Update of procurement policies to reduce pollution from logistics and servicing.	Strategic Procurement	Very Low	Low NO_2 PM &CO_2	Short term	**Outputs/Measure/Targets** Update all procurement policies as detailed below: policies • Procurement guidance and documents to be updated to support low emission vehicles in our supply chain. To include model questions for tenders, model clauses and KPI's for our contract documents by Jan 2020. • Tender Documentation for Supply Chain to require ULEZ compliance by 2020. • Supply Chain engagement events held at contract renewal. • Inclusion of Air Quality considerations in updated Procurement Strategy by end of 2019 • Integrated Waste Management Contract (Veolia at present) has provision for a percentage of vehicle replaced to be electric. • Inclusion of Air Quality in Category Strategies for each main category area (Public Realm includes transport), Construction, Social Care and Corporate Supplies and Services) by May 2020 • Consultation with Dynamic Procurement System (DPS) team around including provision to	Haringey will seek further funding to encourage the use of cargo bikes by businesses. Businesses will be encouraged to apply for grants to purchase cargo bikes for small/local deliveries.

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							incentivise passenger transport companies using lower emission/electric vehicles by May 2020 • Air Quality considerations in standard terms and conditions for Council Contracts (where applicable) • London Construction Programme (LCP) project for new pan London framework for construction; air quality to be a consideration in framework T&C's **KPIs:** • All passenger transport providers vehicles Euro VI compliant by end of 2021, 50% ULEV end of 2022 rising to 75% by end of 2023. • internal fleet to be ULEZ compliant by 2020Number of contracts with air quality requirements included. • Number of Non-Road Mobile Machinery procured that are compliant with the NRMM Low Emission Zone standards or zero emission.	
		b) Ensure local authority procurement policies include a requirement for suppliers with large fleets to have attained bronze Fleet Operator Recognition Scheme (FORS) accreditation or equivalent standard	Client & Commissioning	Low	Low NO_2 PM &CO_2	2019-2020	**Outputs/Measure/Targets** Policies design to fit objective of the action. Measures included in policies: • Identify Resource to engage relevant Council staff to identify fleets and discuss potential measures • Minimum standard of bronze or equivalent applied to relevant new contracts • Audit of current fuel use and options for more sustainable solutions • Explicit reference to air quality within procurement policy **KPIs:** • Rigorous vehicle standards included within procurement policies. • Number of contracts with air quality requirements included.	
		c) Priority loading for ultra-low	Carbon Management	Very Low	Low	Short to medium term	**Outputs/Measure/Targets** • Loading bays and priority loading for ultra-low emission delivery vehicles • Completion of investigation	

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		emission delivery vehicles					KPIs: • No. of Loading Bays with electric charging	
	16	Reducing emissions from deliveries to local businesses and residents: Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or Potentially additional cost depending upon type of contract and distance needed to travel	Pollution Procurement Regeneration	Low to Medium	Low- Medium Localised effect NO_2 PM &CO_2	Short - Medium term 2019-2021	Outputs/Measure/Targets • Completion of Crouch End Business Engagement Project - to increase low emission deliveries and to investigate feasibility of installing an electric charging point/ cycle stands by April 2020. • Promote the switch to lower emission vehicles, adopting smarter practices and reducing freight movements by better use of consolidated trips within BLEN 2020 - 2022 • Cleaner vehicles and consolidated deliveries, such as EV-only loading bays, ULEV only areas within BLEN 2020 - 2022 KPIs: • No. of businesses participating in projects or changing their fleet. • Progress on Neighbourhoods of the Future project - Number of residents engaged - Number of businesses engaged - Number of new charging infrastructure - Number of EV's in Wood Green	

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Borough Fleet	17	Reducing emissions from council fleets:						
		Increasing the number of hydrogens, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet	Client and Commissioning Corporate Resources	Unknown additional capital costs may be incurred but this could be offset by lower running and fuel costs	Low- Medium because borough fleet is small	Short to Medium term (2021)	**Outputs/Measure/Targets** • Publication of new procurement strategy to include pollution reduction measures by end of 2019. • Lead by example and increase the no> of ULEV in council owned fleet by 80% by 2021 • Review use of electric pool cars for staff use and of buying more by 2021. • Review Staff Travel Plan to include travel payments to incentivise use of cleaner vehicles and minimise mileage and investigate Tax benefits of electric Vehicles: fossil fuelled vehicles – include salary sacrifice schemes for employees – by Mar 2020 • Incentivise providers of Passenger transport to use electric/low emission vehicles through the procurement process – Mar 2020 **KPIs**: • Replace 40% of our own vehicle fleets by 2020 and 80% by 2021	

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Localised solutions	18	Expanding and improving green Infrastructure (GI)	Development Management Regeneration Carbon Management	Low to borough through regeneratio n Medium	Low Strong visual impact reinforces air quality message – long term air quality benefits	Short to medium	**Outputs/Measure/Targets.** • Introduce a policy of maximising green infrastructure in all regeneration schemes and large sale developments March 2020. • Investigate options for green infrastructure in schools in areas of higher as part of the school street action plan by Mar 2020. • Develop a new parks and green space strategy to be delivered by end of year	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		Pollution Parks					2020 and to include measures to address air pollution and improve air quality i.e. tree planting, promotion of walking and cycling. • Delivery of 265 additional trees on the streets, parks and housing estates within the borough by 2020 and 60 per year thereafter. • Apply to the Urban Tree Challenge Fund to fund up to 750 trees over two years KPIs: • No. of Green Infrastructure projects implemented by the council • NO. of trees planted. • Monitoring data as an impact of projects including – concentration monitoring and the use of other indicators such as increases in walking and cycling.	
	19	a) Low Emission Neighbourhoods (LENs)	Transport Planning Pollution Regeneration Carbon management	High (dependant on funding)	Medium	Mar 2020 Try to obtain funding in future	Outputs/Measure/Targets • Carryout feasibility study into the viability of a LEN in one of Haringey's pollution hotspots • Implementation of LEN in Haringey where funding identified. KPIs: • LEN feasibility study to be completed by target deadline.	• Haringey's application for MAQF funding to implement a LEN was rejected, however we received funding to carry out a feasibility study therefore the delivery of any actions in relation to implementing a LEN will only be delivered if an alternative source of funding is found.
		b) Low Emission Vehicle Strategy	Carbon Management	Very Low	Low NO$_2$ PM CO$_2$	2019-2026	Outputs/Measure/Targets • Implement measures in the ULEV Action Plan that were developed in line with Transport Strategy. • To include Canal boats within strategy to improve emissions from heating fuel and transport fuel • Incorporate reference to Air Quality considerations in the Procurement	• Consideration will be given to restricting mooring within residential areas.

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							Code of Practice document by end of 2019. • Adopt model Air Quality related clauses in our standard contracts by Mar 2020; • Introduce specific Air Quality sections within our transport DPS that will enable suppliers to achieve higher quality scores for using lower emission vehicles by Mar 2020; • Incorporate Air Quality provision in several Pan London Works related Frameworks let by the Council. • Haringey to initiate working in collaboration with Canal & River Trust to produce an action plan to reduce emissions from Canal Boats, end 2020. • KPIs: • Adoption of Low Emission Vehicle Strategy by end of 2019 • Annual reduction in no. of complaints relating to pollution from canal boats.	
		c) Road closures around Schools	Sustainable Transport - Operations	Medium	Low NO2 PM CO2	March 2020	Outputs/Measure/Targets • Develop a School Streets Action Plan identifying measures to be taken to reduce pollution around schools • Trial one road closure at Lordship Primary School at the start and end of school to inform a wider programme • The appropriateness for further school streets projects will be subject to many factors including lessons learned from the Lordship pilot KPIs: • Lordship primary road closures were implemented in the 1st quarter of 2019 after which the scheme will be monitored. • Monitor measures identified by School Street Action Plan	• All consultation responses relating to traffic improvement measures have been referred to the Transport Strategy 2018 and Transport Policy statement due for publication.
		d) Public recognition of businesses that	Strategy & Communications	Very Low	Low	Short	Outputs/Measure/Targets • Quarterly progress meeting on agreed actions	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		contribute to good air quality					• Publicise actions that local businesses take to promote good air quality in Haringey through the Council's external communications channels • Recognise individual businesses or groups of businesses, whether by sector or locality, for innovation to commitment to improving air quality in the borough <u>KPIs</u>: No. of businesses where behaviour change identified.	
		e) Publicity of air quality status and Council activity	Strategy & Communications Pollution	Very Low	Low	Short	<u>Outputs/Measure/Targets</u> • Achieve behaviour change from people living, working and visiting Haringey to improve air quality based on the information from the council • Quarterly progress meeting on agreed actions • Publicise actions that the Council is taking to tackle air pollution through the Council's social media channels • Make the most recent air quality status from the borough's monitoring stations visible on the Council's website <u>KPIs</u>: • Feedback from people living and working in Haringey entered into the council information systems	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Cleaner transport	20	Ensuring that Transport and Air Quality policies and projects are integrated	Transport planning Development Management Pollution	Low	Medium	By 2020	Outputs/Measure/Targets • Work with TFL and GLA to reduce emission from transport • Effective communication between teams. • Regular meetings and formal processes in place to ensure effective communication. • Transport inputting into AQAPs and AQ inputting on all major transport projects. Develop a School Streets Action Plan identifying measures to be taken to reduce pollution around school KPIs: • Delivery of Walking and Cycling Action Plan by summer 2019 and work to its delivery. • Review and update current planning policies through the forthcoming local plan review and by April 2020 • Monitor measures identified by School Street Action Plan	See 2018 ASR • All consultation responses relating to traffic improvement measures have been referred to the Transport Strategy 2018 and Transport Policy statement due for publication.
	21	Discouraging unnecessary idling by taxis and other vehicles	Pollution Transport Planning Smarter Travel Team	Low	Medium	By 2020	**Outputs/Measure/Targets** • Participate in the Pan London Anti-Idling Project to raise awareness and include enforcement by December 2019. • Reduce emission from Taxis and other vehicles idling unnecessary through raising awareness and taking enforcement actions by April 2020 • Continue engagement /awareness as part of the Pan London No Idling projects. • Several tools such as Wi-Fi enabled enforcement System, Bollards and advisory signage such as "no Idling" will be delivered as part of the project to enforce car idling and other environmental crimes occurring around school especially and in Haringey in general	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							• Train enforcement officers on car idling and how to issue parking fines • Advisory notes to be issues to drivers, enforcement officer to issue fines for idling crimes KPIs: • Number of vehicles ask to stop idling • No. of FPNs issued for vehicle idling. • Where marketing campaigns are undertaken the effects of these could be tracked, the number of hospitals displaying anti-idling videos for example. • Monitoring along the lines of Idling Action Days study will be considered.	
	22	Regular temporary car free days	Pollution and All	Low	Medium	By 2020	Outputs/Measure/Targets • Deliver regular temporary road closures in high footfall/iconic areas, schools and hospitals for example working with local community group and other relevant organisations • Organise and car free day at least once per year • Implement and gain lessons from car free days. • Develop a School Streets Action Plan identifying measures to be taken to reduce pollution around school KPIs: • Annual evaluation of scheme • No. Of temporary road closures undertaken by community groups as tracked through local authority records. • Concentration monitoring of the impact of road closures • Increases in walking and cycling after road closure events. • Monitor measures identified by School Street Action Plan	
	23	Using parking policy to reduce pollution emissions such as	Paring Services/Finance	Low	Medium	By 2020	Outputs/Measure/Targets	A Parking Action Plan is being developed as part of the Transport Strategy (March 2018)

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		free or discounted parking charges or residential parking permits for zero emission cars and/ or surcharges on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits					• Investigate modification of parking policies to reduce air pollution by end of 2020. • Report on Parking Action Plan to address air quality and carbon emissions. KPIs: performance indicators will be obtained through • Delivery of a stronger emissions-based parking permitting scheme • Proportion of residential permits issued to both most polluting and cleanest vehicles. • Comparison of fine income against other boroughs.	
	24	a) Installation of Ultra-low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging point and hydrogen refuelling stations): Support GLA in the Expansion of ULEZ	Transport Planning Pollution Carbon Management Strategy and Communications TFL	Low	Medium	By 2020	Outputs/Measure/Targets • Aim for all taxis and Private Hire Vehicles to become zero-emission by target deadlines. • Communications campaign to let residents know about benefits that ULEZ will bring and help them get prepared including making them aware of the options (public transport, cycling, walking and low emission vehicles) • We will install at least 10 rapid points across the borough by 2020 • We will install at least 300 points by 2021 KPIs: an increase in the following through monitoring will provide us with some performance indicators • To install a total of 670 new electric vehicle charging points in the borough by March 2023 (BP) • Monitoring proportion of electric vehicles registered by residents in the borough. (TfL) • Monitoring proportion of lampposts or equivalent infrastructure which have been modified to enable EV charging. .	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		b) Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs	Transport Planning and Carbon Management TFL	Very Low to Low	Low	2019/24	**Outputs/Measure/Targets** • Register the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs • Number of EV car club cars in the borough. • Continue to increase the EV fleet within car clubs. (Currently 20%) • Neighbourhoods for the Future aiming to increase EV charging in Wood Green to support this. • All car club spaces in Wood green will be electrified as part of NoF **KPIs**: • Monitoring proportion of electric, hydrogen and ultra-low registered by residents in the borough. (TFL)	
		c) Increase the introduction and use of electric vehicle Car Clubs across the borough	Transport Planning Carbon Management Development Management	Low	Low	2018/21	**Targets**: • Number of new car club cars/bays and no. members • Conditions are included for car clubs' spaces in developments • Car clubs continue to expand number of spaces • Continue to request car club spaces in new development **KPIs**: • Number of Car Clubs in the borough • Number of car club permits given	
		d) Reprioritisation of road space; reducing parking at some destinations and or restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce	Transport Planning, TfL	Medium to High	Low to Medium NO2 PM CO2	Ongoing **2019-2022**	**Targets**: Number of relevant major schemes implemented • Pursue as part of Neighbourhoods for the Future in Wood Green and roll out successful initiatives elsewhere in the borough. • Plans to deliver 3 points in the borough (Crouch End 2, Wood Green 1) • Rapid charging for taxi ranks in Wood Green (NoF) • Mayor of London Healthy streets initiative - Haringey awarded funding	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
		emissions caused by congested traffic					• for 'Liveable Neighbourhoods' project in Crouch End • Investigate potential for additional schemes in Focus Areas • Bus priority measures • Bus enabling measures • Cycle parking • Priority in Borough Transport Plan	
	25	Provision of infrastructure to support walking and cycling To enable cycling by increasing the number of secure cycle parking spaces.	Development Management Transport Planning Smarter Travel Team	Medium to High	Low to Medium depending on level of implementation	Action plan developed by summer 2019 Action Plan Adopted 2019 Ongoing actions	<u>Outputs/Measure/Targets</u> • Adopt a The Healthy Streets Approach to help, everyone to use cars less and to walk, cycle and use public transport more. • Cycling and Walking action plan adopted • Increase model share for Walking • Increase model share of Cycling • Increase in Cycle parking spaces • Haringey DPD Policy DM31 – supports the protection, improvement and creation of pedestrian and cycle routes to encourage walking and cycling as a means of transport and as a recreational activity. • Require submission of travel plan a transport assessment for developments in line with TFL thresholds • Develop Cycling and Walking Action Plan in line with Transport Strategy • Borough led investment to promote cycling includes measures in the LIP: • To promote and support cycling via Cycle Training and Cycle Maintenance workshops local cycle routes • Increase cycle parking • Crouch End Liveable Neighbourhoods Project <u>KPIs:</u> • The number of additional space/hanger provision per year will depend on funding (ideally 72 spaces or 12 hangers per year) (BP)	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/ concentrations benefit	Timescale for implement ation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
							• 81% of all trips to be made by foot, cycling or public transport by 2021 (88% by 2041) • 20% of residents within 400m of a cycle network - by 2021 • 41% of residents doing at least 2X10mins (or 1 block of 20mins) of active travel per day by 2021. • Cycle counter results (TfL) • Length in miles of dedicated cycle paths	

1   Appendix A   Response to Consultation

Schedule 11 of the Environment Act 1995 requires the Council to consider any representations made in accordance with the consultation. Therefore, public consultation was carried out between the 28th May 2019 to 30rd July 2019.

Three main groups were consulted during the development of the Air Quality Action Plan.

these comprised of: -

- Internal stakeholders who will deliver the actions detailed in the plan;
- Statutory consultees as required by the legislation and
- The external stakeholders due to significant public interest in health issues and local air quality.

a) **Internal Stakeholders:** The consultation of each relevant service area was carried out before and during the development of the plan. This included the following service areas:

- Carbon Management & Homes for Haringey
- Development Management /Analyst & Systems Team
- Parks & Regeneration
- Public Health
- Smart travel
- Transport (including Parking Services Finance, Sustainable Transport – Operations, Sustainable Transport/Major Schemes Projects & Transport Planning)
- Strategic Procurement, Client & Commissioning
- Others (including Corporate Resources, Strategy & Communications, GLA and Enforcement Response)

Comments and queries made by each service were addressed prior to external consultation. All staff working for Haringey council were further consulted during the public consultation.

b) **Statutory consultees as required by legislation:** It is a legal duty under Environment Act 1995 and the London Local Air Quality Management Framework to consult specific parties and agencies during the development of any air quality strategies and action plans. The following parties were contacted directly by email as planned.

- Residents
- Local MPs and Members
- Secretary of State
- Environment Agency
- Transport for London
- All neighbouring local authorities, the North London Cluster Group
- Bodies representing local business interests and other organisations such as North London Chamber of Commerce and Enterprise
- The Greater London Authority (GLA) was consulted during the development and consultation stages. They recommended more defined targets in relation to the

Council's fleet and the localised solutions. These amendments were made, and the final draft plan was agreed with the GLA. See Appendix A - Consultation Report Table 2 for full details of the GLA comments and amendments made to the plan as a result of them.

Eleven statutory stakeholders responded to the consultation.

c)   External Stakeholders: The results of the consultation can be summarised as follows:

- 253 consultees responded to the AQAP consultation; with only 2 from businesses exclusively;
- 85% were from Haringey resident;
- 96% of all respondents said air pollution is important if not very important;
- 44% agreed that the seven actions identified by priority will meet the needs of the borough and help reduce pollution;
- 33% disagreed that the seven actions proposed were appropriate, and
- 23% responded "I don't know",

The results of the consultation revealed that whilst the proposed measures are generally acceptable, a combination of complementary initiatives is key to creating a positive impact in both the short and longer-term on-air quality in Haringey.

Emissions from traffic are considered the main source of pollution in Haringey. Initiatives with evidence of positive impacts on air quality in the short term such as increasing charging fee and enforcement, infrastructures and traffic management should be given priority. Pedestrianisation, road closures, temporary and permanent car free days as well as green infrastructure were particularly recommended as one of the priority measures by most respondents. The consensus among the consultees was that good public transport coverage, good cycle and walking infrastructure linked to discouraging private use of petrol and diesel fuelled cars and encouraging alternative forms of transport could help resident and businesses improve air quality.

Better transport planning as well as a communications strategy with associated materials to build public awareness on air pollution was considered necessary. In the longer term, behavioural change strategies to move people away from car use were considered warranted.

As with all London Borough Councils, vehicle idling was the most discussed problem. Stricter enforcement measures were recommended around schools and other venerable receptors.

Air pollution monitoring and audits were recommended at each school within Haringey.

Changing parking policies by increasing parking charges in line with the surrounding boroughs was suggested as source of additional revenue and to help reduce transboundary diesel car pollution.

More bold and ambitious actions with specific targets by Haringey Council will be welcomed by the residents. Further details of the consultation responses and proposed actions from Haringey Council are presented in a separate report available on the Council's website or on request.

2   <u>Appendix B   Reasons for Not Pursuing Action Plan Measures</u>

Table B.1 Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
None	Not applicable	Not applicable