

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.
- Public transport improvements and cycling/walking infrastructure are being delivered via the Local Implementation Plan (LIP).

Air pollution is associated with a number of 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 billion³. 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:

- **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 a number of other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution;
- **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 (NO₂) concentrations;
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO₂ emissions;

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

- **Borough fleet actions:** our fleet includes light and heavy-duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO₂ emissions. Tackling our own fleet means we will be leading by example;
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures; and
- **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) as far as possible.

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 Airtex 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
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Commissioning Manager - Active Communities	Robertson Zoe
Regulatory Services Manager, Community Safety & Enforcement	Gavin Douglas
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Strategic Procurement	Michael Molony
Assistant Director of Planning	Emma Williamson
Director of Public Health	Will Maimaris

This AQAP has been approved by:

Name of Council member	Name	e-signatures	Date
Interim Director of Public Health	Will Maimaris	To be signed following final reviews prior to external consultation.	TBC
Assistant Director of Planning	Emma Williamson	As above noted,	As above noted,
Director of Environment & Neighbourhoods, Environment & Neighbourhoods	Stephen McDonnell	As above noted,	As above noted,

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 or Telephone. 0208 489 5439/ 0781 6339 193

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Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
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 and comments from other local organisations or networks that are playing a significant role in air quality.

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 (NO₂) and PM10. We cannot achieve this alone, and we will be taking a partnership approach both across Haringey and with the adjoining boroughs.

Haringey has been awarded Cleaner Air Borough Status, which means that criteria under the following 6 themes must be met: political leadership; taking action; leading by example; using the planning system; informing the public and 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-signatures	Date
Cabinet Member for Environment	Councillor Hearn	To be signed on following final reviews prior to external consultation	TBC
Interim Director of Public Health	Will Maimaris	As above noted	As above noted
Assistant Director of Planning	Emma Williamson	As above noted	As above noted
Director of Environment & Neighbourhoods,	Stephen McDonnell	As above noted	As above noted

Below are some brief comments from local organisations and networks that have played a significant role in air quality: TBC

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 process⁴.

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 take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

Haringey is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO₂). Haringey is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}) but as this pollutant is damaging to health at any level, this remains a pollutant of concern.

LAEI model provides mapped annual mean NO_x, NO₂, PM₁₀ 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 NO₂ 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 NO₂ 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.

⁴ LLAQM Policy and Technical Guidance. <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

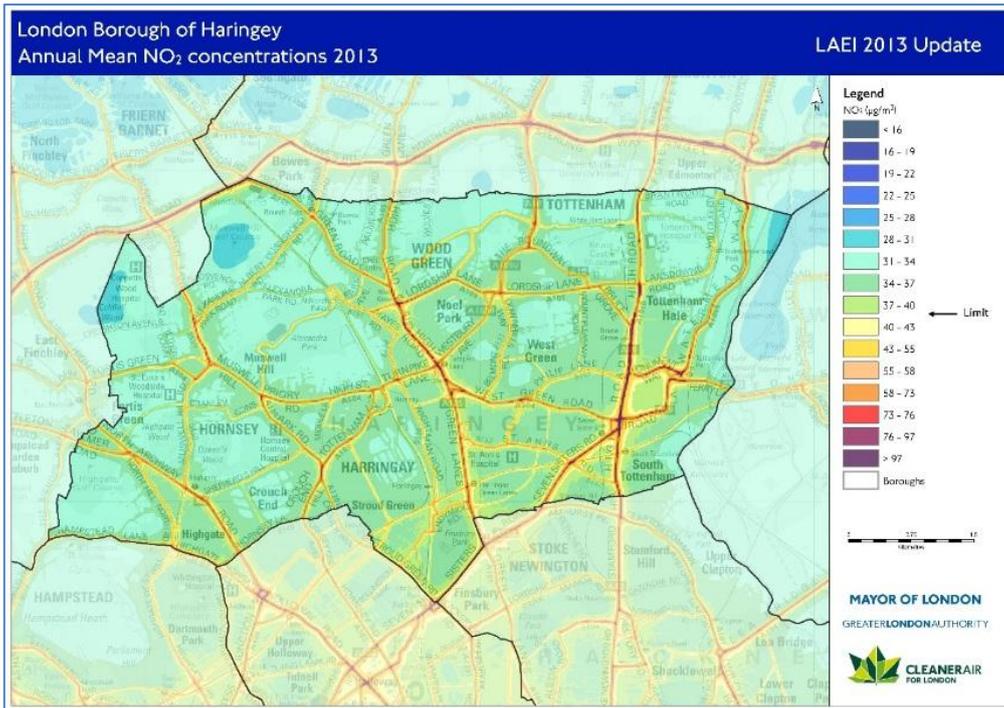


Figure 1 Modelled map of annual mean NO₂ concentrations (from the LAEI 2013)

Figure 2 shows the 2013 LAEI baseline annual mean PM₁₀ concentrations in Haringey. Similarly, the contours (changes in colours) show how the pollution gradient changes, with distance, away from the heavier traffic. The concentrations PM₁₀ are generally low and below the recommended limit with the exception of major road where heavy traffic is expected.

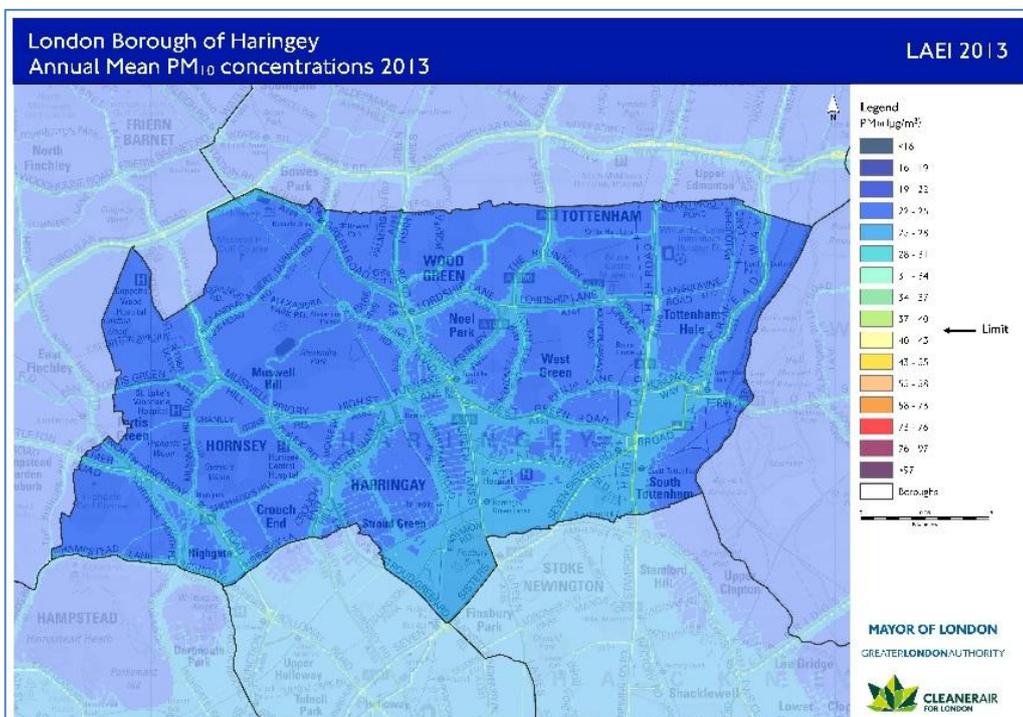


Figure 2 Modelled map of annual mean PM₁₀ (from the LAEI 2013)

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.

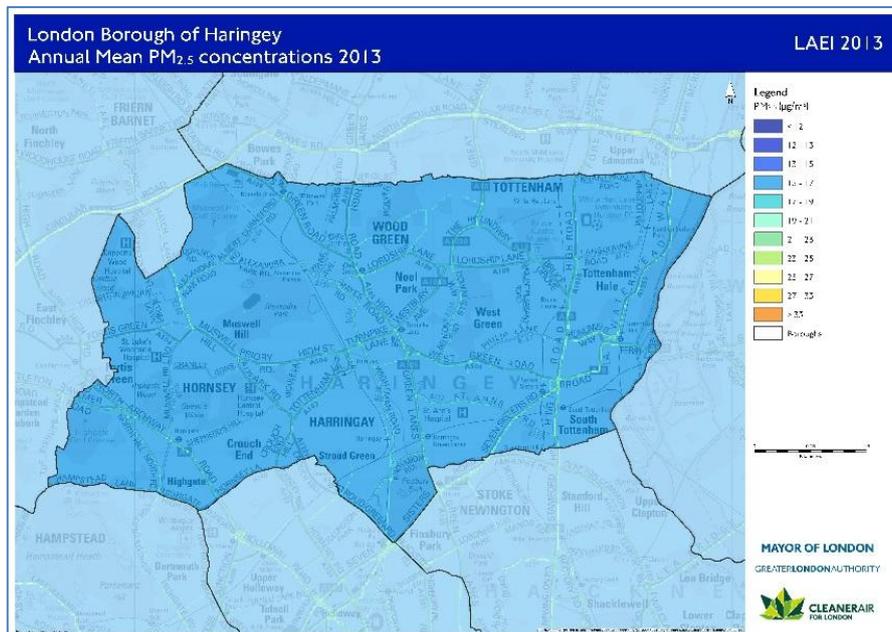


Figure 3 Modelled map of annual mean PM_{2.5} (from the LAEI 2013)

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

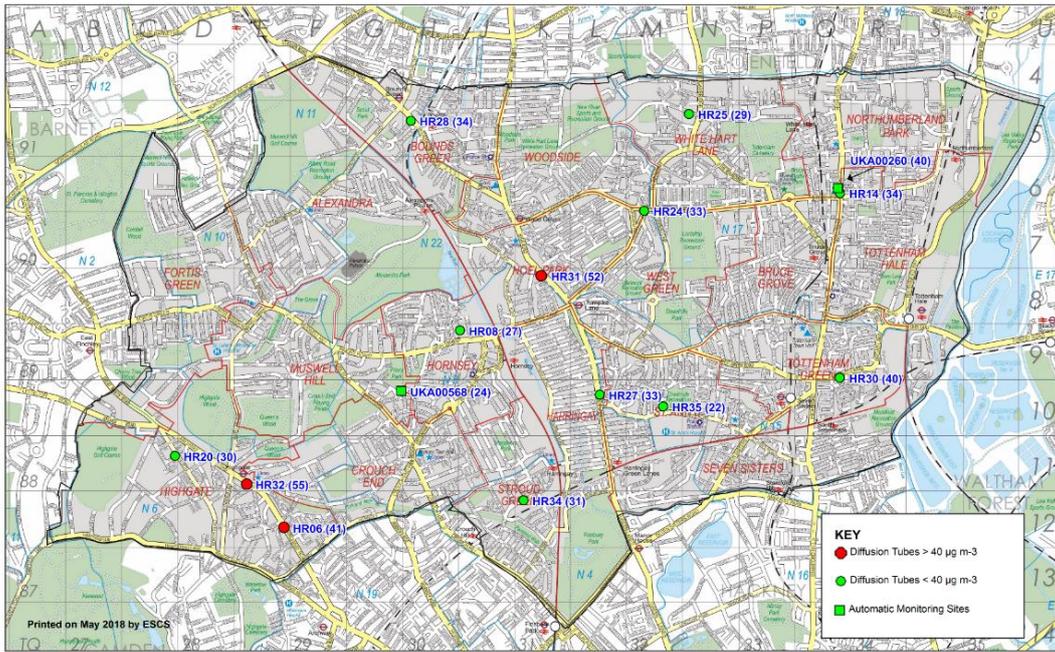
Haringey was declared an Air Quality Management Area in 2001.

The AQMA declared for nitrogen dioxide (NO₂; annual mean objective) and Particulate Matter (PM₁₀; 24-Hour mean objective), as both pollutants failed to meet the relevant air quality objectives. For PM₁₀, air quality objectives are now largely being achieved, but there are still widespread exceedances of NO₂, 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_x diffusions tube locations and results of the 2017 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.



Haringey
LONDON

2017 Annual Mean NO₂ Concentration in London Borough of Haringey

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright LB Haringey 100019199 2018

Figure 4 above Map of monitoring locations and annual mean NO₂ concentrations for 2017.

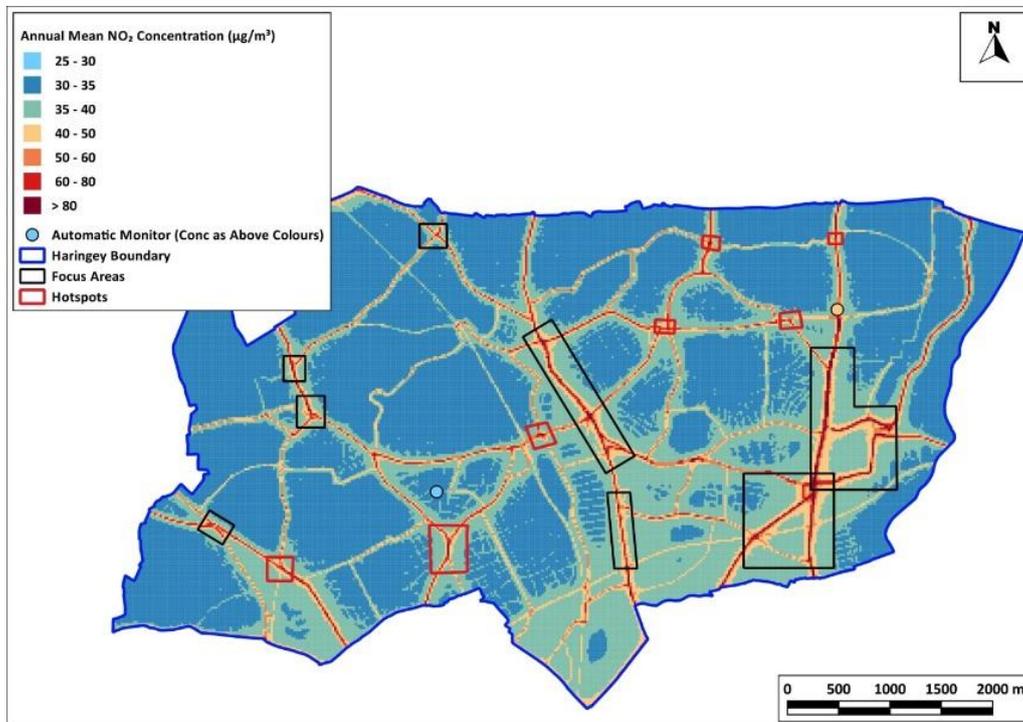


Figure 5 Modelled map of annual mean NO₂ concentrations including monitoring locations and Air Quality Focus Areas (from the LAEI 2013)

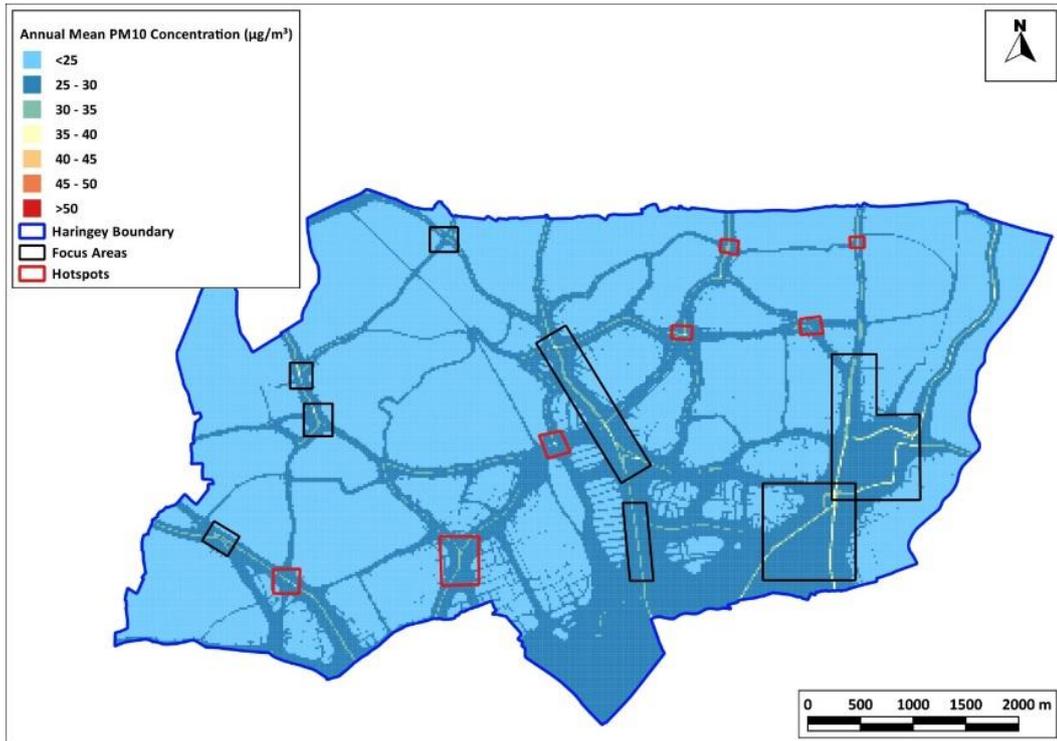


Figure 6 Modelled map of annual mean PM₁₀ including Air Quality Focus Areas (from the LAEI 2013)

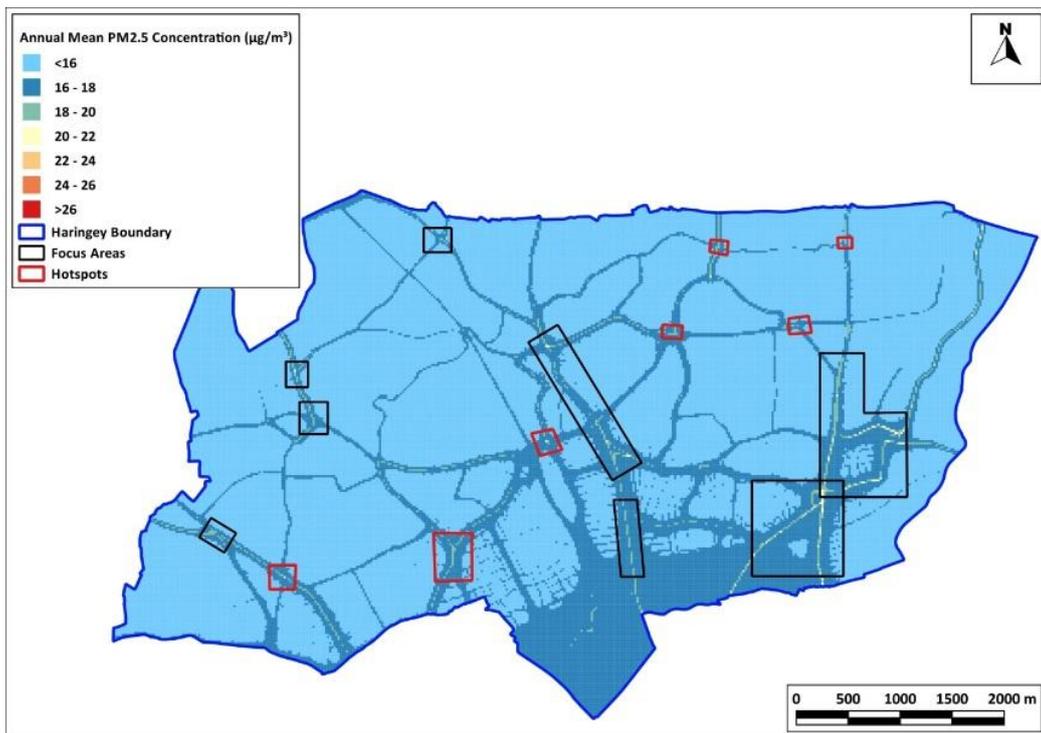


Figure 7 Modelled map of annual mean PM_{2.5} including Air Quality Focus Areas (from the LAEI 2013)

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 NO₂ 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).

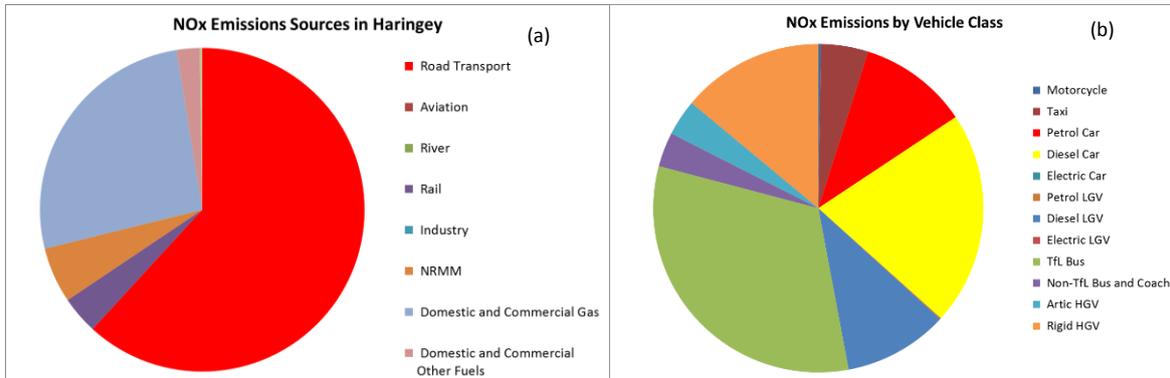


Figure 8 NOx Emissions by source and vehicle type (from the LAEI 2013)

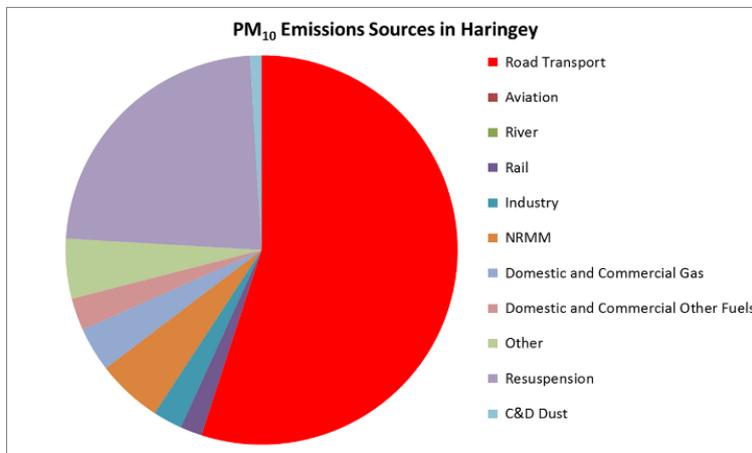


Figure 9a PM₁₀ Emissions by source (from the LAEI 2013)

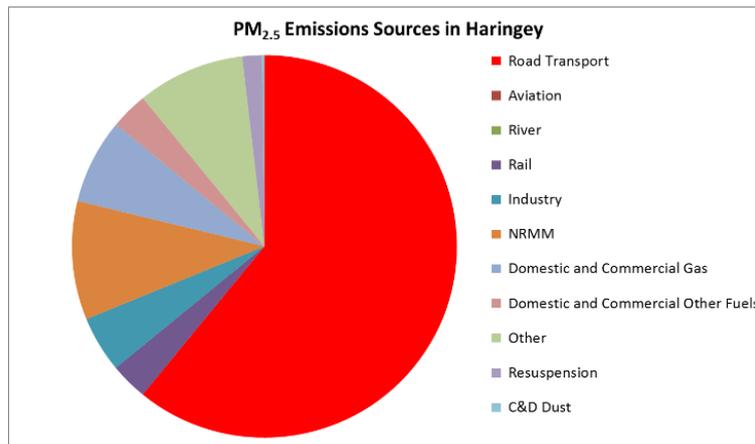


Figure 9b PM_{2.5} Emissions by source (from the LAEI 2013)

2. London Borough of Haringey's Air Quality Priorities

Borough Plan⁵ - 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 also 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 community. The following issues were raised and taken into consideration when drafting this plan:

- Opportunities for partnership working across Council departments

⁵ <http://www.minutes.haringey.gov.uk/documents/s106970/BP%20-%20Cabinet%20Report%20-%20Feb%202019.pdf>

- 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

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: publicity and consultation on Haringey’s web site and articles in local newspapers

The response to our consultation stakeholder engagement is given in Appendix A.

Table 3.1 Consultation Undertaken

Yes/No (to be completed)	Consultee
Yes/No	The Secretary of State
Yes/No	The Environment Agency
Yes/No	Transport for London and the Mayor of London (who will provide a joint response)
Yes/No	All neighbouring local authorities
Yes/No	Other public authorities as appropriate
Yes/No	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 meetings have 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:

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 N22
18/12/17	12.30pm	AQAP Presentation to Priority 4 Board	River Park House N22
10/1/18	-	AQAP Steering Group Meeting	Alexandra House N22
14/2/18	-	AQAP Steering Group Meeting	River Park House N22
15/2/18	10am	AQAP/Planning Development Management	River Park House N22
14/3/18	2pm	AQAP Steering group	River Park House
21/3/18	3pm	AQAP Stakeholder Engagement Workshop	Lordship recreation Community Hub N17
23/3/18	2pm	AQAP/Transport Planning – Transport Strategy	River Park House N22
11/4/18	10am	AQAP Stakeholder Engagement Feedback Session	River Park House N22
11/4/18	2pm	AQAP/Comms Consultation Plan	River Park House N22
18/4/18	10.30am	AQAP/Procurement	River Park House
25/4/18	11am	AQAP/Low Emission Vehicle Strategy	River Park House
25/4/18	3pm	AQAP/Public Health	River Park House
2/5/18	10am	AQAP Steering Group	Haringey Civic Centre N22
9/5/18	4.30pm	AQAP/Canals	River Park House N22
8/6/18	10am	AQAP/Sustrans	River Park House N22
13/6/18	2pm	AQAP Steering Group	Level 1 River Park House N22
14/6/18	9.30	AQAP/Regeneration	River Park House N22
15/6/18	4.30pm	AQAP/School	River Park House
20/6/18	2pm	AQAP/ Service Head Progress Review	River Park House
28/6/18	11am	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	2pm	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	2pm	AQAP/Zero Carbon 1:1	River Park House
8/11/18	2pm	AQAP/Public Health	River Park House

Meetings date	Meetings Time	Title	Locations
14/11/18	2pm	AQAP/Passenger Transport	River Park House
10/01/19	10am	AQAP Steering Group	River Park House
11/02/19	10am	AQAP Steering Group	River Park House

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 NO₂ and/ or PM₁₀ concentrations. For each Action, the expected reduction in annual mean NO₂ and/ or PM₁₀ concentrations has been determined based on professional judgement, drawing, wherever possible, 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 µg/m³), 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/m³). 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 securing a sufficient and consistent level of funding to support any additional staff that may be required, and 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.

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
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 where possible expand monitoring networks, especially around school.	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 new diffusion tube monitor by 2020.	<p>Outputs/Measures/Targets</p> <ul style="list-style-type: none"> • 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 NO_x 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, • Explore opportunities to increase monitoring e.g. at schools • Diffusion tubes replacement according to published calendar • potentially monitor to be placed around large scale developments <p>KPIs</p> <ul style="list-style-type: none"> • Over 80% data capture. • Annual results not to exceed EU Standards of 40 µg/m³, this is an annual mean average which is reported only once a year. (BP) 	Pending the availability to fund from GLA/TFL.

	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	<p>Outputs/Measures/Targets:</p> <ul style="list-style-type: none"> • 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 <p>KPIs: Submission and review following comments on the report by GLA/DEFRA.</p>	
	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	<p>Outputs/Measures/Targets</p> <ul style="list-style-type: none"> • 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 <p>KPIs:</p> <ul style="list-style-type: none"> • 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 implementation	Performance Management and Measures (Outputs, Targets and KPIs)	Further Information
Emissions from developments 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	<p>Outputs/Measures/targets:</p> <ul style="list-style-type: none"> 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 <p>KPIs:</p> <ul style="list-style-type: none"> Guidance published by the end of 2021 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 	
		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	<p>Outputs/Measures/Targets:</p> <ul style="list-style-type: none"> Continue to ensure that construction and demolition methods statements are referred to pollution 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 <p>KPIs:</p>	<p>Planning condition to include where appropriate:</p> <ul style="list-style-type: none"> 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

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							<ul style="list-style-type: none"> 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 	
	3	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	Pollution Development Management		NOx and PM Medium-High Localised benefits likely but not quantifiable	Short Until 2019	<p><u>Outputs /Measures/targets</u></p> <ul style="list-style-type: none"> Statistic to be reported in our Annual Status Report including number of applications with NRMM conditions Log of enforcement visits to be kept 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 there will be enforcement within initial application advisory documentation Disseminate NRMM literature to site managers during site visits as part of London wide NRMM project <p><u>KPIs:</u></p> <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Enforcement and monitoring Subject to successful Applications to the MAQF to carry out NRMM audits at Major Development sites post April 2019. This work will be undertaken pending the availability of funding from GLA/TFL

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							<ul style="list-style-type: none"> 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	<p>Reducing emissions from CHP.</p> <p>Enforcing CHP air quality policy. Ensure smaller developments use ultra-low NO_x Boilers.</p>	<p>Development Management</p> <p>Pollution</p> <p>Carbon Management</p>	Very Low to Low	<p>Medium-High</p> <p>Localised benefits likely but unquantifiable</p>	Short	<p><u>Outputs/Measures/Targets</u></p> <ul style="list-style-type: none"> 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 NO_x 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. 	

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							<p>KPIs: indicator will be obtained through monitoring the following:</p> <ul style="list-style-type: none"> 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	<p>Outputs/Measures/Targets: ASR and planning portal</p> <ul style="list-style-type: none"> 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 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% <p>KPIs:</p> <ul style="list-style-type: none"> Increase in number of development proposals meeting the air quality neutral standards Annual Status Report submitted on 	

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							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	<p>Outputs/Measures/Targets:</p> <ul style="list-style-type: none"> • Produce regularly map area 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 for Increasing green Space where possible • 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 assessment for new development and redevelopment proposals <p>KPIs: The following parameters will be used to monitor progress:</p> <ul style="list-style-type: none"> • 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. 	

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							<ul style="list-style-type: none"> For stand-alone green infrastructure projects consider using exposure reduction targets as project KPIs 	
	7	<p>a) Declaring Smoke Control Zones and ensuring they are fully promoted and enforced.</p> <p>To include: an awareness campaign, engagement with suppliers, and active enforcement.</p>	Pollution	Very Low to Low	Use literature published London-wide estimates.	Campaign initiated by March 2020	<p>Outputs/Measures/Targets:</p> <ul style="list-style-type: none"> 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. <p>KPIs:</p> <ul style="list-style-type: none"> Estimated reach of awareness campaigns Number of suppliers engaged Increased enforcement 	
		<p>b) Ensuring that Smoke Control Areas are appropriately identified and fully promoted and enforced.</p>	Pollution	Low – No additional cost	Low- Medium Localised benefits	Ongoing	<p>Outputs/Measures/Targets:</p> <ul style="list-style-type: none"> 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 Advice provided on authorised fuels and exempt appliances. <p>KPIs:</p>	

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							<ul style="list-style-type: none"> Number of suppliers engaged Number of Enforcement visits/action 	
	8	<p>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.</p> <p>to replace old boilers/top-up lost insulation in combination with other energy conservation measures.</p>	<p>Carbon Management</p> <p>Homes for Haringey</p>	<p>Low</p> <p>Most schemes externally funded so low to neutral cost to council</p>	<p>Funding dependent.</p> <p>Low/medium</p>	<p>ongoing</p>	<p>Outputs/Measures/targets :</p> <ul style="list-style-type: none"> 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. 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 	

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			GLA GLA Carbon Management				<p>to encourage energy efficiency improvements in the borough.</p> <ul style="list-style-type: none"> 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. <p>KPIs:</p> <ul style="list-style-type: none"> Measure the number of schemes using RE: FIT and RE: NEW. For RE: FIT as the programme guarantees the amount of CO₂ emissions reduced.(GLA) Through the RE: NEW scheme track the percentage of boroughs' social housing stock which has been updated through the scheme.(GLA) Where the boiler emission rate or NOx class is known direct savings can be calculated from reductions in the boiler use. 	
	9	Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets	Development Management	Very Low to Low	Low- Medium Localised benefits	Ongoing	<p>Outputs/Measures/Target :</p> <ul style="list-style-type: none"> 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 	

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		approaches					<p>development of plans.</p> <ul style="list-style-type: none"> We will engage with GLA and TfL resources to support the development and deployment of these policies <p>KPIs:</p> <ul style="list-style-type: none"> 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 implementation	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	<p>Outputs/Measure/Targets:</p> <ul style="list-style-type: none"> 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. 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: <ul style="list-style-type: none"> Deliver awareness training to the CCG. Discuss asthma and air quality. Looking at how key messages can be included into the school asthma guidelines and raising awareness sessions. <p>KPIs:</p> <ul style="list-style-type: none"> 70% School to attend Asthma Friendly Workshop 50% of school to achieve Asthma Friendly Status 	<ul style="list-style-type: none"> This work will be undertaken pending the availability of funding from GLA/TFL 	
		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.							
		c) Directors of Public Health (DsPH) fully briefed on the scale of the problem in your local authority area;	Public Health	Very Low	n/a unquantifiable but enhanced coordination will benefit air quality	ongoing	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Public Health represented at Air Quality steering Group and Plan to be signed off by DOPH <p>KPIs:</p> <ul style="list-style-type: none"> Agreement to be signed off by DOPH 	<ul style="list-style-type: none"> 	

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		what is being done, and what is needed. A briefing should be provided			initiatives			
		d) Directors of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population	Public Health	Very Low	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	To be updated 2019	Outputs/Measure/Targets <ul style="list-style-type: none"> 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 April 2019.	
		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	Outputs/Measure/Targets <ul style="list-style-type: none"> Minutes of AQ Steering Group Representative from PH part of AQ steering Group At least one PH specialist has air quality in their objectives KPIs: 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	Public Health	None	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	As and when ASRs and AQAPs are completed	Outputs/Measure/Targets <ul style="list-style-type: none"> AQAP and Annual Status Reports are signed off by Director of Public Health benefits will be linked to increased 	

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		Air Quality Action Plans					health and well being KPIs: <ul style="list-style-type: none"> 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	Outputs/Measure/Targets: <ul style="list-style-type: none"> 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 KPIs: <ul style="list-style-type: none"> Delivery of 3 workshops for local residents/businesses/transport providers etc. 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 Airtex, 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: <ul style="list-style-type: none"> 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 	

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							and social media channels. KPIs: <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 KPIs: <ul style="list-style-type: none"> Increase the number of school travel plans to 68. With 38 at Gold and 20 at Silver Status in Haringey 	
	14	Air quality in and around schools	Active Communities and Health Pollution	Low to Medium	Low – Medium	Ongoing	Outputs/Measure/Targets: <ul style="list-style-type: none"> 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 	

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							<p>programmes</p> <ul style="list-style-type: none"> • 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 <p><u>KPIs:</u></p> <ul style="list-style-type: none"> • Where there are specific funded projects for Walk Zones and Parent Travel Plans that the projects specific KPIs are achieved. • 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	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Update procurement policies by April 2019. 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 April 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 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 <p>KPIs:</p> <ul style="list-style-type: none"> A vehicles to be ULEZ compliant by 2020. Number of contracts with air quality requirements included. Number of Non-Road Mobile Machinery procured that are compliant 	Results of Consultation with DPS team Results of consultation with passenger transport Consultation with passenger transport service to be scheduled to consult on DPS proposal above.

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							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	<p>Outputs/Measure/Targets Policies design to fit objective of the action. Measures included in policies:</p> <ul style="list-style-type: none"> 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 <p>KPIs:</p> <ul style="list-style-type: none"> Rigorous vehicle standards included within procurement policies. Number of contracts with air quality requirements included. 	
		c) Priority loading for ultra-low emission delivery vehicles	Carbon Management	Very Low	Low	Short to medium term	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Loading bays and priority loading for ultra-low emission delivery vehicles Completion of investigation <p>KPIs:</p> <ul style="list-style-type: none"> No. of Loading Bays with electric charging 	

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	16	<p>Reducing emissions from deliveries to local businesses and residents:</p> <p>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</p>	<p>Pollution</p> <p>Procurement</p> <p>Regeneration</p>	Low to Medium	<p>Low- Medium</p> <p>Localised effect</p> <p>NO₂ PM &CO₂</p>	<p>Short - Medium term</p> <p>2019-2021</p>	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> • 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 LEN and Standard Application Areas 2019 - 2021 • Cleaner vehicles and consolidated deliveries, such as EV-only loading bays, ULEV only areas within LEN and Standard Application Areas 2019 - 2021 • Progress on Neighbourhoods of the Future project <ul style="list-style-type: none"> - Number of residents engaged - Number of businesses engaged - Number of new charging infrastructure - Number of EV's in Wood Green <p>KPIs:</p> <ul style="list-style-type: none"> • No. of businesses participating in projects or changing their fleet. 	

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Borough Fleet	17	Reducing emissions from council fleets:						
		a) Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet	Client and Commissioning Corporate Resources	Unknown additional costs will be incurred due to increase in fleet costs	Low- Medium because borough fleet is small	Short to Medium term	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> • Lead by example in the use of ULEVs in their own vehicle fleets • Progressive reduction in emissions from Councils' car fleets • Identify resource to Review council fleet to identify possible vehicles that could be replaced by cleaner vehicles • Monitoring of existing fleet users to determine the suitability of alternative sustainable vehicles. • Review use of electric pool cars for staff use and investigate viability of buying more. • Review staff travel payments to incentivise use of cleaner vehicles and minimise mileage • Investigate Tax benefits of electric Vehicles: fossil fuelled vehicles – consider incorporation in travel plan including salary sacrifice schemes for employees • Review Staff Travel Plan • Investigation with Passenger transport to identify how to incentivise providers to use electric/low emission vehicles through the procurement process • Pool bikes available for staff use • Grey Fleet – review to incentivise staff to drive lower emission vehicles <p>KPIs:</p> <ul style="list-style-type: none"> • Percentage of local authority drivers who have undertaken 'smart' driver training; • Borough getting FORS accreditation and to what level. • Percentage of cleaner vehicles in the 	

		b) Accelerate uptake of new ULEV in borough fleet	Client and Commissioning	Unknown	Low because borough fleet is small	Medium term	fleet Outputs/Measure/Targets <ul style="list-style-type: none"> Encourage the uptake of ULEZ compliant vehicles Proportion of ULEV in borough fleet KPIs: <ul style="list-style-type: none"> Percentage of uptake of ULEV in the fleet 	
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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
Localised solutions	18	Expanding and improving green Infrastructure (GI)	Development Management Regeneration Carbon Management Pollution Parks	Low to borough through regeneration Medium	Low Strong visual impact reinforces air quality message – long term air quality benefits	Short to medium	Outputs/Measure/Targets. <ul style="list-style-type: none"> Consideration of maximising green infrastructure in all regeneration schemes and large scale developments Investigate options for green infrastructure in schools in areas of higher pollution subject to funding bids Encourage schools to use the Woodland Trust's free packs to plant trees on Council owned land Encourage greening of space within school boundaries subject to funding Parks and Open Spaces Strategy under review to include measures to address air pollution and improve air quality, Tree planting, promotion of walking and cycling. Delivery of Trees for Cities proposal as presented in Standard Project by 2021 Development of new wayfinding to help link green space, promote health and reduce air pollution as presented in Standard Project by 2021 Development of natural capital account 	Delivery of Standard project actions dependant on successful application for funding from MAQF round 3

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							for Haringey KPIs: <ul style="list-style-type: none"> Keeping a record of Green Infrastructure projects implemented by the council as far as is possible Monitoring of the 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	Try to obtain funding in 2018/19	Outputs/Measure/Targets <ul style="list-style-type: none"> Outline ideas/plans for Haringey LEN in pollution hotspots Implementation of LEN in Haringey Identify potentially suitable areas - possible areas e.g. Wood Green or as part of regeneration in Tottenham. KPIs: <ul style="list-style-type: none"> LENs to be completed by target deadline, and a quantifiable reduction in pollutant emissions in most of the borough LENs is anticipated. Development of outline ideas/plans for their own LENs in pollution hotspots. 	Delivery of LEN dependant of successful application for MAQF round 3
		b) Low Emission Vehicle Strategy	Carbon Management	Very Low	Low NO2 PM CO2	2018-19	Outputs/Measure/Targets <ul style="list-style-type: none"> Develop LEV strategy 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 Code of Practice document; Adopt model Air Quality related clauses in our standard contracts; Introduce specific Air Quality sections within our transport DPS that will enable suppliers to achieve higher quality scores for using lower emission vehicles; 	

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
							<ul style="list-style-type: none"> Incorporate Air Quality provision in a number of Pan London Works related Frameworks let by the Council. <p>KPIs:</p> <ul style="list-style-type: none"> Adoption of Low Emission Vehicle Strategy by summer 2019 	
		c) Trial of Road Closure around Schools	Sustainable Transport - Operations	Medium	Low NO2 PM CO2	2018-19	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Develop action plan and communication with chosen school Trial one road closure at Lordship Primary School at the start and end of school time to inform us on a wider programme moving forward The appropriateness for further school streets project will be subject to many factors including lessons learned from the Lordship pilot <p>KPIs:</p> <ul style="list-style-type: none"> Implemented in the 1st quarter of 2019 after which the scheme will be monitored. 	
		d) Public recognition of businesses that contribute to good air quality	Strategy & Communications	Very Low	Low	Short	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Quarterly progress meeting on agreed actions 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 <p>KPIs: No. of businesses where behaviour change identified.</p>	
		e) Publicity of air quality status and Council activity	Strategy & Communications	Very Low	Low	Short	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Achieve behaviour change from people living, working and visiting Haringey to improve air quality based on the 	

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				<p>information from the council</p> <ul style="list-style-type: none"> 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 <p>KPIs:</p> <ul style="list-style-type: none"> Feedback from people living and working in Haringey entered into the council information systems 	
Cleaner transport	20	Ensuring that Transport and Air Quality policies and projects are integrated	<p>Transport planning</p> <p>Development Management</p> <p>Pollution</p>	Low	Medium	By 2020	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> 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. <p>KPIs:</p> <ul style="list-style-type: none"> 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 	See ASR
	21	Discouraging unnecessary idling by taxis and other	<p>Pollution</p> <p>Transport Planning</p>	Low	Medium	By 2020	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Introduction of corporate No Idling Policy to raise awareness and include 	Some actions are dependent on successfully Major air quality bid on Idling

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
		vehicles	Smarter Travel Team				<p>enforcement by December 2019.</p> <ul style="list-style-type: none"> Reduce emission from Taxis and other vehicles idling unnecessary through raising awareness and taking enforcement actions by Dec 2022 Continue Engagement /awareness as part of the London wide No Idling projects. Several tools such as Wi-Fi enabled enforcement System, Bollards and advisory signage such as “no Idling signs” will be considered as part of the project to enforce car idling and other environmental crimes occurring around school especially and in Haringey in general Educated enforcement officers on car idling and issues parking fines Advisory notes to be issues to driver, enforcement officer to issue fines for idling crimes <p>KPIs:</p> <ul style="list-style-type: none"> Number of vehicles ask to stop idling 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	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> 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 	

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
							free days. KPIs: <ul style="list-style-type: none"> Carry out surveys after implementation to assess effect. Organised 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. 	
	23	Using parking policy to reduce pollution emissions	Transport Planning Pollution	Low	Medium	By 2020	Outputs/Measure/Targets <ul style="list-style-type: none"> Investigate modification parking policies to reduce air pollution by end of 2020. KPIs: performance indicators will be obtained through <ul style="list-style-type: none"> 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	Transport Planning Public Health Pollution Carbon Management Strategy and Communications TFL	Low	Medium	By 2020	Outputs/Measure/Targets <ul style="list-style-type: none"> 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	

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
		of ULEZ					<ul style="list-style-type: none"> 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. 	
		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	2018/19	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> 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 <p>KPIs:</p> <ul style="list-style-type: none"> Monitoring proportion of electric, hydrogen and ultra-low registered by residents in the borough. (TfL) 	
		c) Increase the introduction and use of Car Clubs across the borough	Transport Planning Carbon Management Development Management	Low	Low	2018/21	<p>Targets:</p> <ul style="list-style-type: none"> 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 <p>KPIs:</p> <ul style="list-style-type: none"> Number of Car Clubs in the borough 	Outputs are to fit with the aim of the action and the KPIs are to be obtained through quantitative/qualitative monitoring.

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
							<ul style="list-style-type: none"> Number of car club permits given 	
		d) Free or discounted parking charges at existing parking meters for zero emission cars. Free or discounted residential parking permits for zero emission cars and/or surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits	Parking Services/ Finance	Low – medium	Low	Short to medium	<p>Targets:</p> <ul style="list-style-type: none"> Complete Investigation Review NOx and CO2 based charging and investigate mechanism to implement variable charging. Investigate feasibility of variable charging for permits based on NOx emissions. <p>KPI</p> <ul style="list-style-type: none"> Report on a parking permits strategy to address air quality and carbon emissions. 	.
		e) Installation of residential electric charge points including within developments	Development Management	Low to High Private funding may be an option	Low to Medium depending on uptake NO2 PM CO2	Short to medium term	<p>Targets:</p> <ul style="list-style-type: none"> 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 <p>KPI</p> <ul style="list-style-type: none"> No. of rapid points provided within 	We will monitor the number of EV charge points installed in residential areas

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
							major developments	
		f) Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Transport Planning/Parking Design/ Carbon Management Regeneration	High	Low to Medium depending on uptake	Short to medium	<p>Targets:</p> <p>Installation of at least 10 rapid chargers for commercial vehicles KPI</p> <ul style="list-style-type: none"> No. of rapid chargers installed for commercial vehicles 	£35k per charge point + electricity costs, each
		g) 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 emissions caused by congested traffic	Transport Planning, TfL	Medium to High	Low to Medium NO2 PM CO2	Ongoing 2018 -2022	<p>Targets:</p> <p>Number of relevant major schemes implemented</p> <ul style="list-style-type: none"> 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 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	Development Management	Medium to High	Low to Medium depending on level	Action plan developed by summer	<p>Outputs/Measure/Targets</p> <ul style="list-style-type: none"> Adopt a The Healthy Streets Approach to help, everyone to use cars less and 	

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
		<p>cycling</p> <p>To enable cycling by increasing the number of secure cycle parking spaces.</p>	<p>Transport Planning</p> <p>Smarter Travel Team</p>		of implementation	<p>2018</p> <p>Action Plan Adopted 2019</p> <p>Ongoing actions</p>	<p>to walk, cycle and use public transport more.</p> <ul style="list-style-type: none"> • 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 <p>KPIs</p> <ul style="list-style-type: none"> • 72 spaces or 12 hangers per year (BP) • Percentage increase in cycling (TfL) • Percentage increase in walking (TfL) • Cycle counter results (TfL) • Length in miles of dedicated cycle paths 	

1 Appendix A Response to Consultation

Table A.1 Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Category	Consultee name	Role/authority	Response
Internal stakeholders	Peter Boddy	Sustainable Transport Group Manager	
	Neil Goldberg	Transport Planner	
	Keeble Andrea	Active Travel and Health Officer/Smarter Travel	
	Joe Baker	Head of Carbon Management	
	Marlene D'Aguiar	Health in All Policies Officer	
	Felicia Ekemezuma	Commercial Environmental Health Manager	
	Robertson Zoe	Commissioning Manager - Active Communities	
	Gavin Douglas	Regulatory Services Manager, Community Safety & Enforcement	
	Emily Read	Regeneration Manager	
	Kershaw Ian	Community Safety, Enforcement & Waste Manager, Commissioning & Client	
	Emma Williamson	Director of Planning	
	Will Maimaris	Director of Public Health	
External stakeholders		Medical Practitioners	
		Haringey Business Community	
		Haringey Residents	
Bodies/authority		The Secretary of State	

Category	Consultee name	Role/authority	Response
		The Environment Agency	
		Transport for London and the Mayor of London (who will provide a joint response)	
		All neighbouring local authorities	
		Other public authorities as appropriate	
		Bodies representing local business interests and other organisations as appropriate	

2 Appendix B Reasons for Not Pursuing Action Plan Measures

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