

## NOTICE OF MEETING

# ENVIRONMENT AND COMMUNITY SAFETY SCRUTINY PANEL

**Tuesday, 18th December, 2018, 6.30 pm - Civic Centre, High Road,  
Wood Green, N22 8LE**

**Members:** Councillors Eldridge Culverwell, Scott Emery, Adam Jogee (Chair),  
Julia Ogiehor, Reg Rice, Matt White and Barbara Blake

**Co-optees/Non Voting Members:** Ian Sygrave (Haringey Association of  
Neighbourhood Watches)

Quorum: 3

### 1. **FILMING AT MEETINGS**

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on.

By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

### 2. **APOLOGIES FOR ABSENCE**

### 3. **ITEMS OF URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business (late items will be considered under the agenda item where they appear. New items will be dealt with as noted below).

### 4. **DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

**5. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS**

To consider any requests received in accordance with Part 4, Section B, Paragraph 29 of the Council's Constitution.

**6. MINUTES (PAGES 1 - 8)**

To approve the minutes of the previous meeting on 16<sup>th</sup> October 2018.

**7. UPDATE ON THE RECOMMENDATIONS FROM THE SCRUTINY REVIEW ON CYCLING (PAGES 9 - 72)**

**8. AIR QUALITY (PAGES 73 - 170)**

**9. BUDGET SCRUTINY (PAGES 171 - 214)**

**10. WORK PROGRAMME AND DRAFT SCOPING DOCUMENT FOR SCRUTINY REVIEW (PAGES 215 - 226)**

**11. NEW ITEMS OF URGENT BUSINESS**

To consider any items admitted at item 3 above.

**12. DATES OF FUTURE MEETINGS**

7<sup>th</sup> February 2019  
11<sup>th</sup> March 2019.

Philip Slawther, Principal Committee Co-ordinator  
Tel – 020 8489 2957  
Fax – 020 8881 5218  
Email: philip.slawther2@haringey.gov.uk

Bernie Ryan  
Assistant Director – Corporate Governance and Monitoring Officer  
River Park House, 225 High Road, Wood Green, N22 8HQ

Monday, 10 December 2018

This page is intentionally left blank

## **MINUTES OF THE MEETING OF THE ENVIRONMENT AND COMMUNITY SAFETY SCRUTINY PANEL HELD ON TUESDAY 16TH OCTOBER 2018**

### **PRESENT:**

**Councillors: Scott Emery, Adam Jogee (Chair), Julia Ogiehor, Reg Rice,  
Matt White and Barbara Blake**

**Co-opted Member: Ian Sygrave (Haringey Association of Neighbourhood  
Watches)**

### **27. FILMING AT MEETINGS**

The Chair referred Members present to agenda Item 1 in respect of filming at the meeting. Members noted the information contained therein.

### **28. APOLOGIES FOR ABSENCE**

None.

### **29. ITEMS OF URGENT BUSINESS**

None.

### **30. DECLARATIONS OF INTEREST**

None.

### **31. DEPUTATIONS/PETITIONS/PRESENTATIONS/QUESTIONS**

None.

### **32. MINUTES**

In respect of item 21 (Cabinet Member Questions: Cabinet Member for Communities, Safety and Engagement), it was noted the Panel had requested further information regarding the “Big Conversation” with young people from the Cabinet Member. It was agreed that an update would be requested on this.

Mr Sygrave reported that the Panel was still awaiting a breakdown of Local Implementation Plan (LIP) funding, which it requested at its meeting on 31<sup>st</sup> January in response to the item on the Transport Strategy. In addition, the Panel had also requested details of the outcome of the review of CS1 as part of the discussion on the update of the implementation of the recommendations of the review of cycling. This was in response to concerns that had been expressed regarding an island bus stop on

the route which required people getting off buses to walk across the cycle lane. David Murray, Interim Assistant Director of Environment and Neighbourhoods, reported that the breakdown of LIP funding had recently been completed.

**AGREED:**

1. That the above-mentioned outstanding actions be followed up and responses circulated to Members of the Panel ahead of the next meeting; and
2. That the minutes of the meeting of 13 September 2018 be approved.

**33. POLICE PRIORITIES AND UPDATE ON STOP AND SEARCH AND ILLEGAL FIREARM DISCHARGES.**

The Panel welcome Helen Millichap, the Police Borough Commander, and Inspector Neil Billaney.

Ms Millichap reported on the policing priorities that had been set for Haringey. The Mayor's Office for Policing and Crime (MOPAC) had specified that all boroughs would have sexual violence, domestic abuse, child sexual exploitation, weapon-based crime and hate crime as priorities as well as anti-social behaviour. In addition, local priorities of robbery and non-domestic violence with injury had also been set. Violence with injury and robbery had increased across the Metropolitan Police area. They had now both plateaued in Haringey and, in addition, the number of knife injury victims had seen a sustained decrease in the past year.

In answer to a question regarding what had led to these decreases, she stated that the borough had bid successfully for additional resources. Assistance from the Territorial Support Group had been obtained who had adopted a specific focus on Stop and Search. In addition, the Metropolitan wide Violent Crime Task Force had been active and this had included plain clothes officers targeting habitual knife carriers. Diversionary activities that had taken place over the summer had also appeared to have had an impact. In answer to another question, she stated that it was difficult to determine whether incidents involved schoolchildren or were gang related. It was estimated that about half of gun crime was related to gangs and slightly less than half of knife crime. There were now Police officers linked to all secondary schools within Haringey. In addition, the MOPAC had offered knife wands to all schools in London.

In answer to a question, Mr Billaney stated that it was acknowledged that there were limitations to the effectiveness of knife wands and arches as knives could be concealed elsewhere if it was known that they were going to be used. Wands could be used on a random basis, making their use more difficult to anticipate. Wands and arches also had an educational function. The Borough Commander commented that no single tactic was effective on its own. It was most important to influence young people at an early stage, before they began carrying a knife. She agreed to find out which schools had knife wands or arches and pass this information onto the Panel.

Sandeep Broca, Intelligence Analyst, outlined current statistics for illegal firearm discharges and stop and search. There had been a 15% increase in the past year but

this was slightly lower than the London average. There had been 38 discharges, which constituted one in ten within the capital. Haringey had the second highest number in London. The increase was nevertheless slowing down. Incidents tended to be clustered in the east of the borough.

He reported that there had been approximately 5,500 stop and searches in the previous year, which was the eighth highest number in London. The number had declined by 2%. The largest number of stops were for drugs. This was 55% and similar to the London average. The outcome of searches was also very similar to the London average, with 71% resulting in no further action. The rate of stops was 13 per 1,000 for people identified as white and 51 per 1,000 for people identified as black. The largest percentage of searches were carried out on young people between the ages of 15 and 19, where there were 107 per 1,000. This was higher than the London average of 83 per 1,000. The percentage of positive outcomes by demographic was broadly similar. In respect of Section 60 searches, where Police had special powers to search people in a defined area for a specific period of time, the Panel noted that 115 searches had taken place in the Duckett's Common area between January and August. The majority of these took place in April in response to a number of incidents.

In answer to a question, the Borough Commander stated that in 70% of searches in London, no further action was taken. This percentage had reduced in recent years as Police had got better at using stop and search effectively but she nevertheless wanted to see better figures. Its use also had a deterrent role though. It was important that stop and search was used fairly, was intelligence led and proportionate. She stated that the levels of diversity within the Police in London had changed and data was available to demonstrate this. The Commissioner was also still committed to maintaining a London focus in recruitment. However, the changed focus took time to fully filter through.

She stated that most London boroughs had seen an increase in Stop and Search. The numbers in Haringey had nevertheless reduced slightly and it was a challenge to maintain them at a high level. Officers were now wearing cameras on their bodies and these were proving to be a useful tool in ensuring that Stop and Search was deployed sensitively and effectively. She was not enthusiastic of the use of Section 60 searches as she felt that Police officers should be required to explain why searches were being undertaken. It was to be expected that Haringey would be in the top ten of boroughs for searches as this reflected the level of offences. Stop and Search hotspots correlated to crime hotspots.

In respect of firearm discharges, the Borough Commander reported that these did not mean that they were lethal. However, the outcome could still be serious. Mr Billaney commented that searches of young black men for drugs that yielded no outcome were a source of concern and efforts were being made to ensure that searches were evidence based. Videos of searches by officers were scrutinised to see how practice could be improved. He stated that he would like to see fewer searches for drugs and more for weapons. In particular, he felt that searches for cannabis could be divisive. The Panel noted that the terminology used to describe the outcome of searches was set centrally.

In answer to a question, she stated that the TSG had been used in Haringey on occasion. Local officers who were familiar with the area worked with them when they were deployed and efforts were made to ensure that they behaved appropriately. Most TSG officers had themselves been local officers. No local officers carried firearms.

Councillor Mark Blake, the Cabinet Member for Communities, Safety and Engagement, reported that the statistics did not convey the impact that Stop and Search could have in individual cases. Some children could be traumatised by the experience and the frequency with which some young people had been stopped was also an issue. The Panel noted that the number of violent offences in Haringey was still higher than in Enfield although the trajectory in Haringey was currently better.

In answer to a question, the Borough Commander stated that it was important that community relations were considered. The workforce of the Police was currently more diverse and reflective of the community. She felt that Police officers should not necessarily aim for the “easy pickings” such as young people smoking drugs as there was a danger of unnecessarily criminalising them. Action needed to be sensitive and proportionate. Stop and search was just one tactic that was used to address crime and disorder and its use was closely monitored. Research by the Godwin Law Foundation on the views of children and young people showed them to be in favour of the right people being stopped and apprehended. Early intervention was also important in addressing crime and actions such as the work that was undertaken in schools helped to develop good relationships with children and young people. The disproportionality that there was amongst those who were stopped was also reflected amongst victims of crime and perpetrators.

David Murray, Interim Assistant of Environment and Neighbourhoods, reported that the Council and its partners had noted the views of children and young people and efforts were being made to effect change at an earlier stage.

The Borough Commander stated that she was happy to speak to any young person who had had a negative experience of being stopped. In answer to a question, she stated that stop and search was monitored closely everywhere. Efforts were being made by the Police to establish a panel of young people to assist in monitoring within Haringey and, in particular, provide an element of challenge. She was happy to receive any suggestions regarding how this might be set up most effectively.

**AGREED:**

That the Borough Commander be requested to find out which schools have knife wands or arches and pass this information onto the Panel.

**34. QUARTER 1 FINANCIAL REPORT FOR PRIORITY 3**

Mr Murray reported that the projected overspend of £1 million had been reduced significantly. The bulk of the overspend in Commissioning and Client Services related to inflationary pressures within the Veolia contract and waste provision for Homes for Haringey (HfH) and action was being taken to mitigate these. There was also a dispute with Amey regarding the specification for the cleaning contract and action was

being taken to resolve this through arbitration. Parking income was under pressure as was funding for the maintenance and upkeep of parks. Staffing levels were extremely lean with no resilience built in. In addition, the Council was locked into a number of big contracts where there was little scope for manoeuvre.

In response to a question on the introduction of charges for bulky waste, he stated that there was not necessarily a link with fly tipping and removing them would not automatically lead to an improvement. He agreed to seek clarification of the figures for the projected shortfall in income as the report contained figures that appeared to be contradictory. Consideration was being given as to whether the targets were realistic. In respect of HfH, a service level agreement was being developed in order to resolve outstanding issues and provide greater clarity.

In respect of the development of Marsh Lane depot, the Panel noted that current proposals were for the construction were for a more modest building than previously had been planned and this had led to savings in the capital budget. Councillor Hearn, the Cabinet Member for Environment, agreed to circulate figures for the amended scheme.

Mr Murray reported that further consideration was being given to enforcement when houses in multiple occupation (HMOs) were the source of flytipping. In addition, how best to encourage landlords to behave responsibly was also being looked at. Licensing would be of assistance but would not be the solution to all problems. Specific consideration would be given to measures that had proved to be successful elsewhere.

The Cabinet Member reported that there would be discussions at Corporate Board on budget options and these would be put before Members. There was quite a large budget gap and this would need to be filled in order to achieve a legal budget. The budget for Environment was under particular threat and savings from it were not regarded as having the same human impact as other areas. Particular efforts were being made to maximise income but she felt that there was a need for a greater level of scepticism about targets.

In answer to a question, Mr Murray reported that there was a constructive relationship between the Council and Veolia. Stringent efforts were made to ensure value for money but it was important not to erode standards.

### **AGREED:**

1. That the Interim Assistant Director of Environment and Neighbourhoods be requested to provide clarification of the shortfall in achieving income targets for the collection of bulky waste; and
2. That the Assistant Director of Planning be requested to provide a short briefing note for Panel Members on current plans for Council depot sites.

### **35. STREET CLEANSING, WASTE AND RECYCLING: CURRENT PERFORMANCE**

Panel Members requested data on queueing times at waste and recycling facilities. It was felt that people were more likely to fly tip if it was difficult to use the Council's

facilities. Clarification on targets and definitions in respect of missed collections was also requested. Mr Murray stated that he would pass on the issues and aim to provide great clarity in future performance reports. He reported that efforts were being made to influence behaviour to reduce levels of waste and littering. One option that was being considered was to remove waste bins from some locations. However, there was no solution that was sufficient on its own.

Panel Members commented that jet washing of areas contaminated by fly tipping was not always entirely successful. The need for engagement with residents was also emphasised. Mr Murray stated that the service tried to learn lessons from what had been successful and what had not and were very keen to involve the local community in obtaining feedback.

### **36. CABINET MEMBER Q&A - CABINET MEMBER FOR ENVIRONMENT**

Councillor Hearn, the Cabinet Member for Environment outlined key areas in her portfolio. She was concerned about the lack of money available for parks. She was keen to address littering and fly tipping by bringing about behaviour change and felt that this was an area where scrutiny could make a useful contribution to the development of policy. She was also prioritising work to reduce or remove the use of plastic and address air quality, for which specific funding had been obtained from the GLA.

In answer to a question, the Cabinet Member for Environment stated that it was regrettable that it had been necessary to close the Park View Depot Re-use and Recycle facility as part of budget cuts but there were no plans to open a new site for Tottenham.

In answer to a question on climate change, she stated that the greater use of solar power could make a contribution but a balance needed to be struck so that the promotion of cheap energy did not encourage greater use of it. In particular, she felt that there was a need to ensure that homes were energy efficient when refurbishments were taking place. She was also looking to increase the number of electric car charging points. In addition, work was being undertaken to encourage people to get out of their cars and walk or cycle through initiatives such as Liveable Streets.

In respect of fly tipping, the Panel commented that incentives could also be used to encourage responsible behaviour rather than just enforcement. There also needed to be simple and easy ways of enabling people to dispose of unwanted items. The Cabinet Member stated that she agreed with the use of incentives but there were still some people who it was necessary to pursue via enforcement action. There were websites such as Freecycle and charity shops that could also be used to dispose of goods and she would welcome alternatives being publicised.

In answer to a question, she stated that consideration was being given to increasing the monitoring of air quality. In respect of the Environmental Visual Audit (EVA) of Finsbury Park, it was agreed that details of this would be circulated to the Panel. In answer to another question, Mr Murray reported that the size of the parks maintenance team was being looked at to determine if it was sufficiently large.

Consideration was also being given to how standards of cleanliness could be improved as these were currently lower than those for streets.

**AGREED:**

That details of the outcome of the Environmental Visual Audit (EVA) of Finsbury Park be circulated to the Panel

**37. WORK PROGRAMME UPDATE**

**AGREED:**

1. That a further update on progress with the implementation of the Scrutiny Review on Cycling be added to the draft work plan; and
2. That, subject to the above, the draft work plan be agreed and submitted to the Overview and Scrutiny Committee on 19 November for approval.

CHAIR: Councillor Adam Jogee

Signed by Chair .....

Date .....

This page is intentionally left blank

**Report for:** Environment and Community Scrutiny Panel

**Item number:**

**Title:** Cycling Review – progress update 2

**Report**

**authorised by:** Emma Williamson - Assistant Director – Planning

**Lead Officer:** Neil Goldberg – Transport Planning

**Ward(s) affected:** ALL

**Report for Key/**

**Non Key Decision:** N/A

## 1. Describe the issue under consideration

1.1 In 2016 the Environment and Community Scrutiny Panel conducted a review of cycling in the borough. The panel chose this topic as it is relevant to the Council's aim of building a happier and healthier Haringey and increasing the use of cycling as a mode of transport is one of the Council's key priorities in the Corporate Plan. The review was intended to complement and support the work being done by the Council and its partners. The panel conducted this review through research documentation and relevant local and national guidance, interviews with key stakeholders and local organisations and visits to and investigation of practice in other local authority areas including Cambridge and Waltham Forest.

1.2 The final report was approved by Cabinet on 18 October 2016. This report provides an update on actions that were agreed by Cabinet (attached at Appendix 1) in response to implementing the recommendations of the review.

1.3 The last progress update on the recommendations was provided to the Environment and Community Scrutiny Panel in January 2018.

## 2. Recommendations

2.1 The Scrutiny Panel is asked to note the progress made to date in achieving the recommendations agreed by Cabinet (attached at Appendix 2).

## 3. Reasons for decision

3.1 N/A

## 4. Alternative options considered

4.1 N/A

## 5. Background information

5.1 The Council's growth and regeneration plans, and its targets for improving health, inequality and environmental quality, are predicated on enhancing the

public transport network, reducing reliance on private vehicles, and increasing walking and cycling. The Council's adopted transport strategy (March 2018) prioritises promoting cycling to create a more attractive and accessible borough, contributing to improved air quality, better access to local shops and services and a healthier local population.

5.2 Promoting cycling is also one of the Council's key priorities. Objective 3 within Priority 3 of the Corporate Plan states "We will make Haringey one of the most cycling and pedestrian friendly boroughs in London". The Corporate Plan and the new Transport Strategy detail how the Council will promote and improve cycling such as by providing more cycle racks, increasing the network of dedicated cycle lanes, providing more cycle training and improving signage and safety.

5.3 The Council has invested considerable sums through the TfL funded Local Implementation Plan [LIP] to support more cycling in the borough, either physical measures such as cycle lanes or softer measures such as cycle training.

## 6. Progress update on recommendations

6.1 The progress update on the recommendations is provided in Appendix 2. The final column outlines the latest progress in implementing the recommendations of the review.

## 7. Contribution to strategic outcomes

- **Priority 1 and 2** by making it easier for people to walk and cycle thereby increasing physical activity and creating healthier environments.
- **Priority 3** by making our street more safe and well maintained
- **Priority 4** by making Haringey an attractive place for business investment as well as ensuring Haringey residents are able to take advantage of wider London employment
- **Priority 5** by providing a more accessible and better connected transport system to support housing growth and provide the infrastructure to support development viability.

## 8. Use of Appendices

Appendix 1 – Cabinet report on response to scrutiny Cycling review 2016

Appendix 2 - Progress update on the Scrutiny cycling review Recommendations December 2018.

**Report for:** Cabinet 18 October 2016

**Item number:** 8



**Title:** Cycling – Response to Environment and Community Scrutiny Panel

**Report authorised by:** Lyn Garner, Director of Regeneration, Planning and Development

**Lead Officer:** Malcolm Smith, Team Manager, Transportation Planning

**Ward(s) affected:** ALL

**Report for Key/  
Non Key Decision:** N/A

## 1. Describe the issue under consideration

1.1 Under the agreed terms of reference, scrutiny panels can assist the Council and the Cabinet in its budgetary and policy framework through conducting in-depth analysis of local policy issues and can make recommendations for service development or improvement. The panels may:

- Review the performance of the Council in relation to its policy objectives, performance targets and/or particular service areas;
- Conduct research to assist in specific investigations. This may involve surveys, focus groups, public meetings and/or site visits;
- Make reports and recommendations, on issues affecting the authority's area, to Full Council, its Committees or Sub-Committees, the Executive, or to other appropriate external bodies

1.2 In this context, the Environment and Community Scrutiny Panel (ECSP) conducted a review of Cycling in the borough. The panel chose this topic as it is relevant to the Council's aim of building a happier and healthier Haringey and increasing the use of cycling as a mode of transport is one of the Council's key priorities in the Corporate Plan. The review was intended to complement and support the work being done by the Council and its partners. The panel conducted this review through research documentation and relevant local and national guidance, interviews with key stakeholders and local organisations and visits to and investigation of practice in other local authority areas including Cambridge and Waltham Forest.

1.3 The final report, attached at Appendix 1, details the conclusions and recommendations of the ECSP, and the Comments of the Planning Service and Environmental and Community Safety Service to the recommendations.

## **2. Cabinet member introduction**

2.1 The Corporate Plan is explicit in setting out the Council's aspiration to become one of the most cycle friendly boroughs in London. The vast majority of recommendations made in the scrutiny review have been agreed and I am confident that they will assist us in delivering on this pledge.

2.2 Reducing private car journeys by increasing cycling rates can play a key part in achieving improvements to air quality, noise reduction and support sustainable development particularly in the regeneration areas of Tottenham and Wood Green.

2.3 I support and share the Mayor of London's vision for cycling in London and am determined to play a part in making that a reality in Haringey. The panel's work will be integral to the preparation of our Cycling and Walking Strategy which will set out how we will deliver an ambitious template for increasing cycling rates throughout the borough.

## **3. Recommendation**

3.1 That the Cabinet accept the response to the recommendations of Scrutiny Panel as outlined in Appendix 2.

## **4. Reasons for decision**

4.1 The evidence supporting the Panels' recommendations is outlined in the main body of the report (Appendix 1).

## **5. Alternative options considered**

5.1 The evidence supporting the Panels' recommendations is outlined in the main body of the report (Appendix 1). The Cabinet could choose not to accept the recommendations, despite endorsement by both the Planning Service and Environmental and Community Safety Service.

## **6. Background information**

6.1 Promoting cycling is one of the Council's key priorities. Objective 3 within Priority 3 of the Corporate Plan states "We will make Haringey one of the most cycling and pedestrian friendly boroughs in London". The Corporate Plan details how the Council will promote and improve cycling such as by providing more cycle racks, increasing the network of dedicated cycle lanes, providing more cycle training and improving signage and safety.

6.2 The Council has invested considerable sums through the TfL funded Local Implementation Plan [LIP] and Borough Cycling Programme to support more cycling in the borough, either physical measures such as cycle lanes or softer measures such as cycle training. Over the three year period between 2014/15 and 2016/17 investment in specific cycle facilities including cycle parking is £570,000. On softer measures such as cycle training, safer driving training, cycle grants to schools investment is more than £460,000. Cyclists would also benefit from the introduction of the 20mph speed limit in residential roads across the borough as well as from the completion of Cycle Superhighway 1 in April 2016.

6.3 The panel established the terms of reference for the review as follows:

To consider how and make recommendations on how the Council can develop further its strategy on for increasing the use of cycling for travel and in particular:

- The targeting of investment in the cycling infrastructure in order to achieve maximum benefit;
- How can the Council maximise the take up of cycling;
- The balance between work to develop the cycling infrastructure and encouraging behaviour change;
- Successful initiatives undertaken by other local authorities and especially other London boroughs; and
- To what extent cycling can help address the borough's regeneration and growth agenda.

6.4 In responding to these objectives the panel collated evidence from a wide range of sources including:

- Research documentation and relevant local and national guidance
- Interviews and presentations with officers from Planning, Regeneration and Environmental and Community Safety
- Key stakeholders such as Met Police and local organisations representing cyclists
- Transport for London
- Other local authorities

6.5 On the evidence received, the panel have made 20 recommendations which it hoped will contribute to increasing the use of cycling as a mode of transport.

## **7. Contribution to strategic outcomes**

7.1 The work of the panel will contribute to Priority 3 of the Corporate Plan for a clean, well maintained and safe borough where people are proud to live and work.

## **8. Statutory Officers comments (Chief Finance Officer [including procurement], Assistant Director of Corporate Governance, Equalities)**

Finance and Procurement

It is envisaged that the recommendations shown as agreed in Appendix 2 can be delivered within existing budgets. However, before implementation of recommendations can take place, each agreed recommendation should be fully costed to ensure budget provision exists. If it proves not possible to deliver the recommendations within the existing budget then Cabinet approval for the required additional budget would be required before the relevant recommendation could be fully implemented.

## Legal

The Assistant Director of Corporal Governance has been consulted on the content of this report. The report raises no legal issues.

## Equalities

The Council has a public sector equality duty under the Equalities Act (2010) to have regard to:

- Tackle discrimination and victimisation of persons that share the characteristics protected under Section 4 of the Act. These include the characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex (formerly gender) and sexual orientation;
- Advance equality of opportunity between people who share those protected characteristics and people who do not;
- Foster good relations between people who share those characteristics and people who do not

Evidence presented as part of the review noted that the current demography of those that cycle does not reflect the diversity of London's population. In particular the review points to the need to increase the number of women cyclists and increase cycling within certain communities, such as Asian and Turkish communities, where cycling levels are currently low. The review notes that a long-term objective for Haringey's cycling strategy will be increasing levels of cycling amongst residents from all backgrounds and communities.

The Council will be identifying how it can encourage more cycling among all communities as part of developing a new Transport Strategy.

It should be noted that at the time the Scrutiny review was carried out it was envisaged that the Council would be producing a Cycling and Walking Strategy in the near future. A decision has now been made to follow a different approach and to produce a Transport Strategy with a number of delivery plans. A Cycling and Walking Delivery Plan will be one of these.

**9. Use of Appendices**

Appendix 1 – Report of Scrutiny Panel

Appendix 2 – Response by the Planning and Environmental and Community Safety services to the recommendations

**10. Local Government (Access to Information) Act 1985**

N/A

## Appendix 1

# Scrutiny Review: Cycling

**A Review by the Environment and Community Scrutiny Panel**

**2015/16**

<b>Panel Membership</b>	Cllr Adam Jogee (Chair)
	Cllr Pat Berryman
	Cllr John Bevan
	Cllr Barbara Blake
	Cllr Sarah Elliott
	Cllr Bob Hare
	Cllr Sheila Peacock
	Mr I Sygrave (Co-opted Member)

Lead Officer: Robert Mack, Principal Scrutiny Support Officer

[Rob.mack@haringey.gov.uk](mailto:Rob.mack@haringey.gov.uk)

0208 489 2921

<b>Contents:</b>	<b>page</b>
Chairs Foreword	4.
Recommendations	5.
Background	7.
Introduction	9.
Action to Increase Cycling	12.
Haringey's Strategic Approach	15.
Developing Haringey's Cycling Infrastructure	18.
Cycle Parking and Security	22.
Promoting Behaviour Change	24.
Case Studies; Cambridge and Waltham Forest	26.
Appendix A; Participants in the Review	28.

## **CHAIR'S FOREWORD**

The wide remit of the Environment and Community Safety Scrutiny Panel is such that we could have chosen any one of very many topics to look into over the past year.

We chose an area that would not only fall under remit but was relevant to the Council's aim of building a happier and healthier Haringey.

Cycling can often be viewed as a niche issue for our families and communities but it is, in many ways, a debate about the sort of streets that we want and the neighbourhoods we live in.

Cycling can play a significant part in making our streets clean, welcoming, safe and healthy places. There have been massive increases in cycling in London over recent years but there is still huge untapped potential for further increases in bike use in the suburbs. Realising this potential could mean fewer cars, less congestion, cleaner air and a more active population so the benefits may very well be considerable.

There is significant work being undertaken to regenerate parts of Haringey, especially in Tottenham and the east of the borough, and this should provide particular opportunities to develop further the cycling infrastructure across the borough.

There is an element of truth in the stereotypical view of cyclists being "middle aged men in lycra" but this is only because cycling is still viewed by many as being just for the quick and brave. In order to increase cycling significantly, it needs to become viewed as a normal activity undertaken by a wide range of people in terms of age, gender, class, economic background and ethnicity.

This means people cycling to meetings in their work clothes, to the shops, to meet friends and to travel to school. Before this can happen, people need to feel secure and able on their bikes and safe spaces for them need to be created. There is clear evidence from elsewhere that once people feel safe, they will cycle and in large numbers too.

Proposed improvements to the cycling infrastructure elsewhere have not always met with universal approval though and at times have been more than controversial. The evidence is that they often have the support of the majority of people though and in many cases are frequently viewed as improvements to streets where the various infrastructure works have been implemented. However, it is clear that these works require strong political commitment to see them through.

The committee and I believe that Overview and Scrutiny can play a very useful role in this process because of its bi-partisan make up and its focus on consensus led results.

This review is intended to complement and support the work that is being done by the Council, its partners and recognises that making cycling a more frequent and accessible part of life in Haringey is a long term objective. The Dutch cycling infrastructure was not created overnight and it would therefore be realistic to view improvements as being incremental.

Most other local authorities are also taking action to increase the use of cycling as a mode of transport and we have tapped into some of their experience in our review so we can hopefully benefit from emulating some of the things that have worked well elsewhere.

We have worked hard to ensure that all relevant stakeholders have been included and received input from Haringey Cycling Campaign, schools and areas, including Cambridge and Waltham Forest.

I am grateful to the Panel, Councillor Toni Mallett, the Council Cycling Champion, and Councillor Stuart McNamara, the former Cabinet Member for Environment.

I hope that our recommendations can make a useful contribution to further developing cycling in Haringey.



Councillor Adam Jogee  
Chair

## RECOMMENDATIONS:

### *Haringey's Strategic Approach*

1. That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and committed political will. *(Paragraph 4.6)*
2. That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic volume is heavy. *(4.8)*
3. That, in order to promote and develop cycling in the borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough. *(4.9)*
4. That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum. *(4.10)*
5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists. *(4.10)*

### *Developing Haringey's Cycling Infrastructure*

6. That the long term cycle route network for the borough and priorities within this be clearly publicised within the new Cycling and Walking strategy. *(5.7)*
7. That the long term cycle route network includes provision for a specific east-west route that crosses the borough. *(5.7)*
8. That cycle infrastructure projects be piloted in the first instance wherever possible in order to provide the necessary flexibility to amend them if necessary so that concerns raised by residents may be responded to effectively. *(5.8)*
9. That the Council's Regeneration, Planning and Development Service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists. *(5.13)*
10. That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that parking on corners is prohibited and, if so, that it is enforced. *(5.13)*

11. That action be taken by the Regeneration, Planning and Development Service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians. (5.15)
12. That the Regeneration, Planning and Development Service be requested to;
  - (a). Commission a review of cycle paths within the borough where there is shared use with pedestrians; and
  - (b). Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-alongs and cargo cycles. (5.17)
13. That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particularly signage and repairs. (5.18)

#### *Cycle Parking and Security*

14. That strong support be given to a major expansion by the Council, working with Transport for London, of the amount of secure cycle parking, such as bike hangars. (6.3)
15. That the Environment and Community Safety Service install additional bike racks where genuine demand can be demonstrated. (6.3)
16. That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provided by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in Haringey. (6.4)
17. That clarification be provided on the procedure and responsibility for the removal of abandoned bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process. (6.10)

#### *Promoting Behaviour Change*

18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives. (7.4)
19. That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Harringay School and that this include cycle training and facilities. (7.8)
20. That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel programme. (7.9)

## 1. BACKGROUND

- 1.1 The Panel decided to commission a review focussing on increasing the use of cycling as a mode of transport as it is one of the Council's key priorities within the Corporate Plan for 2015-18. Objective 3 within Priority 3 of this states: "We will make Haringey one of the most cycling and pedestrian friendly boroughs in London".
- 1.2 The Council's role is stated as being to promote cycling and walking by introducing a 20 mph speed limit, increasing dedicated cycle lanes and encouraging sustainable forms of transport through a smarter travel campaign.

### *Terms of Reference/Objectives*

- 1.3 The terms of reference for the review were as follows:

"To consider how and make recommendations on how the Council can develop further its strategy on for increasing the use of cycling for travel and, in particular:

- The targeting of investment in the cycling infrastructure in order to achieve maximum benefit;
- How can the Council maximise the take up of cycling;
- The balance between work to develop the cycling infrastructure and encouraging behaviour change;
- Successful initiatives undertaken by other local authorities and especially other London boroughs; and
- To what extent cycling can help address the borough's regeneration and growth agenda."

### *Sources of Evidence:*

- 1.4 Sources of evidence were:

- Research documentation and relevant local and national guidance;
- Interviews with key stakeholders and local organisations; and
- Visits to and investigation of practice in other local authority areas, including Cambridge and Waltham Forest.

- 1.5 A full list of all those who provided evidence is attached as Appendix A.

### *Membership*

1.6 The membership of the Panel was as follows:

Councillors: Adam Jogee (Chair), Pat Berryman, John Bevan, Barbara Blake, Sarah Elliott, Bob Hare and Sheila Peacock

Co-opted Member: Mr I Sygrave (Haringey Association of Neighbourhood Watches)

## 2 INTRODUCTION

### *Growth in Cycling*

- 2.1 Cycling is now being used as a mode of transport by a rapidly increasing number of people in London. Between 2008 and 2014, there was a 33% increase in the number of cyclists on London's roads and growth in 2010 alone was 10.3%. A recent report from the Mayor's office revealed that in Zone 1, 32% of all vehicles on the roads are now bicycles during the morning rush hour. On some main roads, up to 70 per cent of vehicles are bicycles and in three years time it is estimated that the number of people commuting to central London by bike will overtake the number commuting by car.
- 2.2 This London wide growth has been reflected in Haringey, which saw an increase in volume of 73% between 2001 and 2012. 3% of trips are now made by bicycle within Haringey. This compares well to the London average of 2.7% and is above the level of most other suburban boroughs. 8% of Haringey residents are regular cyclists, whilst 14% are "occasional" or "irregular". 49% of residents nevertheless have access to a bike, compared to a figure of 35% for London as a whole. It is also of significance that car ownership across London is declining and only 46% of Haringey residents currently have access to a car.
- 2.3 Whilst the figures for the increase in cycling are impressive, there is still considerable potential for improvement. Pan London statistics do not reflect the position in a large number of London boroughs and particularly outer London as they are distorted by comparatively high levels in a few inner London boroughs, such as Hackney, Lambeth and Southwark. 97% of trips in Haringey are currently not by bicycle and 71% of residents never cycle. A Transport for London report in 2010 illustrated the scope for improvement and estimated that about 37% of trips in Haringey were potentially cyclable. These were journeys which it was considered could reasonably be cycled all the way. Only about 6% of these potential cycle trips were being realised.
- 2.4 Another key issue is that the demography of those people who cycle does not reflect the diversity of London's population;
- 66% are male;
  - 67% are white and 28% from black and minority ethnic communities (BAME); and
  - 51% are from social class AB.
- 2.5 There is therefore an element of truth in the stereotypical image of cyclists being middle aged, middle class, white men as they are over-represented amongst them. In order to increase the number of trips made by bicycle, it will be necessary to increase the number of cyclists from under-represented groups such as women, BAME communities, older people and children. However,

there is some evidence that the demographic is starting to change especially in respect of BAME communities.

### *Barriers to Cycling*

- 2.6 Safety is the key issue that dissuades people from cycling and the Panel received evidence from Transport for London that 70% of concerns relate to this. The number of reported deaths of cyclists in collisions has reinforced this perception. Evidence from survey data also shows that women are more likely to feel that cycling is too dangerous than men.
- 2.7 Cycling in London has nevertheless never been safer according to statistics. Casualty rates are currently the lowest ever recorded. In 1989, 90 million cycle journeys were made in London, of which 33 ended in death. In 2015, 270 million cycle journeys were made in London, of which only 9 ended in death. This figure of 9 deaths was the second lowest on record in absolute terms and the lowest ever in per journey terms. Figures for serious injury show that 419 people were seriously injured in 2014, which is lower than the figure recorded for 1993 when less than half the number of journeys were made by bicycle.
- 2.8 However, a recent piece of research (the Near Miss Project) on near miss and other non-injury incidents involving cyclists showed that they are widespread in the UK and may have a substantial impact on cycling experience and uptake. It concluded that “policy and research should initially target the most frightening types of incident, such as very close passes and incidents involving large vehicles. Further attention needs to be paid to the experiences of groups under-represented among cyclists, such as women making shorter trips.” This underlines the need for a safe infrastructure so that people feel safe enough to cycle.
- 2.9 The Panel heard that a number of reasons have been given by Haringey residents in surveys as to why they do not cycle. These are as follows:
- Traffic volumes/danger from traffic;
  - Personal security whilst cycling;
  - Bike security;
  - Inadequate cycle parking – lack of/poorly installed/designed parking;
  - Cost of bikes and relevant equipment;
  - Lack of signage;
  - An overly sporty or competitive image;
  - Health issues – people of below average fitness thinking “it’s not for me”;
  - From a motorists’ perspective, cycling looks more dangerous than it is;
  - Car parking – danger and disruption; and
  - Permeability – disruption of direct cycle routes by one way systems etc.
- 2.10 In terms of overcoming barriers to cycling, the following issues were considered by residents as measures that would encourage more cycling:

- Cycle lanes 42%
- Cycle parking/storage 20%
- Route information 17%
- Training/equipment loans 15%
- Nothing 6%

*Benefits*

2.11 There are strong and compelling reasons to promote cycling. A number of benefits are very much relevant to the needs of *all* residents and not just cyclists:

- Cycling reduces road congestion on the roads and it is the most space efficient form of transport. More cyclists mean fewer cars on the road and more space on buses and tubes;
- It has clear health benefits. Cycling is a form of exercise that is easily incorporated into a daily routine, especially if undertaken as part of the commute to work. Britain is facing a rapid growth in obesity and cycling can make a significant contribution to addressing this;
- Air pollution kills around 9,500 people per year in London. Reducing the number of car journeys by increasing cycling will help to reduce pollution. Cycling also causes very few CO2 emissions;
- It can assist in improving social inclusion by providing cheap, reliable access to jobs and facilities, especially for young adults;
- As part of overall general measures to reduce traffic and promoting living streets, it can play a role in making streets more pleasant environments for all;
- Cycling offers the least expensive means of travel in London;
- It is quick and convenient for short journeys; and
- It is easy to carry modest loads by cycle.

### 3. ACTION TO INCREASE CYCLING

- 3.1 Increasing the use of cycling as a mode of transport has been a priority for a large number of local authorities. The Panel visited Cambridge and the London Borough of Waltham Forest to see how they had successfully achieved considerable improvements and detailed notes of these are included in the two case studies within this report.
- 3.2 London wide action to realise the Mayor's Vision for Cycling is being undertaken by Transport for London, in partnership with the boroughs. The vast majority of funding for cycling projects comes from Transport for London, mainly from Local Implementation Plan (LIP) funding. This is money this is granted to London boroughs to spend on projects which support the Mayor's Transport Strategy. In addition, London boroughs are also taking action individually to increase cycling. TfL are responsible for London's "red routes" whilst all other roads are the responsibility of the London boroughs.
- 3.3 The cycling budget for the Mayor's Office is £912 million over 10 years. The table below sets out the historic annual expenditure, the draft budget for 2016/17 and business plan allocations for the remainder of the £912m ten year programme:

<u>Year</u>	<u>£m</u>	<u>Source</u>
2012/13 to 2015/16	302	Actual spend
2016/17	155	Draft budget
2017/18	166	Draft plan
2018/19	124	Draft plan
2019/20	66	Draft plan
2020/21	68	Draft plan
2021/22	31	Draft plan
Total	912	

- 3.4 Cycling accounts for only 4 per cent of TfL's capital spending. The £600 million that is currently being spent on just upgrading Bank Underground station is equivalent to two-thirds of the entire ten-year cycling budget. In addition, the budget is set to reduce in the forthcoming years but there is now a new Mayor and it may therefore be subject to review.
- 3.5 Spending is currently at its peak with £200 million currently being spent to develop the network. The Mayor decided to spend money on the development of a pan London network, particularly the super highways, to address concerns regarding safety. The super highways are already main cycle routes and are

mainly segregated from other traffic. They are built to a high specification and allow cyclists to travel at a range of different speeds.

- 3.6 Funding of over £100m has also been allocated by TfL for radical transformations in three outer London boroughs – Enfield, Kingston and Waltham Forest - as part of the “Mini-Holland” scheme. The aim of this is to encourage more people to cycle, more safely and more often while providing better streets and places for everyone. The programme has specifically targeted people who make short car journeys in outer London that could be cycled easily instead. The Panel noted that Haringey had also made a bid for funding under the scheme but had not been successful and discussed with officer what lessons had been learnt.
- 3.7 In respect of London as a whole, the Panel heard evidence from Andrew Gilligan, the Mayor’s Cycling Commissioner and Mark Trevethan, Principal Strategy Planner at Transport for London. Mr Gilligan stated that the population in London was growing and there are now more people and less room. Cycling represented a quick and cheap way to increase the capacity of the transport network. Promoting cycling was not just about making improvements for cyclists - it was a quality of life issue. Improvements aimed at cyclists, for example those undertaken in Enfield and Waltham Forest, had the potential to make places more pleasant for all. More people cycling meant less people taking up road space, more available seats on buses, improved public health and less pollution.
- 3.8 The Panel noted that the demography of cyclists was starting to change. A recent attitude survey has shown that there are now only marginal differences with the BAME communities. However, there is still considerable resistance or lack of interest in some communities, particularly the Asian and Turkish communities where cycling is considered low in status. People from BAME communities are also more likely to be living in flats and therefore have difficulties in storing bikes. Progress also still needs to be made in increasing the number of women cyclists. This contrasts with the situation in Denmark and Holland where the majority of cyclists are women. Cycling in these countries is also considered to be a normal activity and not just for the elite few.
- 3.9 Mr Gilligan drew attention to the fact that improvements to the cycling infrastructure can be controversial and even modest proposals can provoke a disproportionate reaction from a minority of residents. This was acknowledged by Councillor Stuart McNamara, the Cabinet Member for Environment, who stated that it might be necessary at some stage to upset a few people in order to benefit many in order to develop cycling in the borough further.

- 3.10 He stated that political leadership in such situations was very important. A scheme in Palmers Green had prompted vociferous opposition but the results of consultation on the proposals had shown 60% in favour. Proposals were often controversial initially but people quickly forgot what the concerns had been. For example, a scheme in Railton Road near Herne Hill had been met with a lot of local opposition but many now felt that it had made the area a lot more pleasant. Soft “behavioural change” measures had been undertaken by some local authorities to encourage cycling. These provided easy wins and were met with little opposition but would not ultimately be successful in developing cycling unless people felt safe to cycle.
- 3.11 He felt that trialling schemes was useful and possible where improvements were not on a large scale and did not include changes that were difficult to reverse, such ones that included the use of concrete. This approach had been successful in many places, especially New York. The forthcoming scheme that was being developed in Enfield was a trial and this had helped to overcome some local opposition. Not many boroughs were both willing and capable of taking on and implementing cycling developments effectively. Examples of boroughs that had been successful were Camden, Islington, Hackney, Southwark and Waltham Forest. The Mayor’s Office were happy to help assist with programmes and likely to have to become more involved in the future.
- 3.12 In relation to Haringey, Mr Gilligan stated that he would like there to be more cycle routes in the borough. It had a similar demographic to boroughs with far higher levels of cycling but the roads were not very cycle friendly. He expressed a particular interest in the development of an east-west route across the borough, from East Finchley through to Muswell Hill to Wood Green and Tottenham. This could be done but would require the political will to push it through. The Panel also noted the benefits that could come with regard to bringing people together. If there was a good local project, it might be possible to find the funding from TfL for it. In particular, he would support plans for bike hangars in areas where there were lots of houses in multiple occupation (HMOs) and limited places for people to leave their bikes.
- 3.13 Quietways are also being developed further by TfL in collaboration with the boroughs. These are aimed at overcoming barriers to cycling by targeting cyclists who want to use quieter, low-traffic routes, and providing an environment for those cyclists who want to travel at a gentler pace. They are not specifically segregated from other road traffic. Each Quietway is intended to provide a continuous route for cyclists and each London borough will benefit from the programme. This network will complement other cycling initiatives such as the Cycle Superhighways and the Mini-Hollands. The Panel noted that progress with these had been slow but they had been starting from a low level. In some boroughs, progress has been straightforward but in others a lot of development work had been required.

- 3.14 Mr Trevethan drew particular attention to the adoption of 20 mph speed limits in a number of boroughs which he felt had been helpful. A lot of roads are designed to allow fast speeds and a 20 mph speed limit helped as it meant that roads can be narrowed. Lower speeds can also play a role in making cyclists feel safer and encouraging people to take up cycling.
- 3.15 He felt that there were a number of things that individual boroughs could do to develop cycling further;
- Having a clear cycling strategy that spells out clearly how cycling can benefit the borough and the part that it plays in wider objectives such as health, tackling health inequalities, reducing pollution and planning;
  - Establishing a long term route network with clear priorities and using this as the base for the LIP programme and other projects, as well as the planning process;
  - Integrating other Council processes, especially planning and regeneration, and requiring developers to provide cycle facilities such as high quality parking plus prominent, convenient cycle access and links to the network;
  - Using of Section 106 agreements and the Community Infrastructure Levy (CIL) to invest in improved routes;
  - Considering the potential for new uses for streets in areas with low car ownership e.g. play streets, parklets and look to address complaints about rat running and traffic speeds so that projects are presented as not just for cyclists; and
  - Considering the potential for cycling in other Council programmes such as training for local unemployed people in cycle repairs, cycle training for young parents and cargo bike loan schemes.

## 4. HARINGEY'S STRATEGIC APPROACH

- 4.1 Increasing cycling has already been recognised as a priority for the borough and is a key objective within the Council's Corporate Plan 2015-18. The Panel heard evidence from officers regarding the vision for cycling in 2025;
- Cycle routes and facilities as good as the best in London;
  - An extensive network of safe and attractive cycling routes covering all corners of the borough;
  - High levels of cycling amongst residents from all backgrounds and communities;
  - Access to residential secure cycle parking;
  - Cycle training guaranteed for all residents;
  - Cycling considered a safe form of transport for everyday journeys for people of all ages; and
  - Cyclists and pedestrians will be able to use the road network safely.
- 4.2 Action to increase the level of cycling will be outlined in the Council's upcoming Cycling and Walking Strategy. This will be achieved by a combination of work aimed at improving the infrastructure and changing attitudes. Partnership working and political commitment are considered integral to achieving this.
- 4.3 The Panel received evidence from Councillor Stuart McNamara, then Cabinet Member for Environment, who gave his views on the Council's action to date. He felt that there was a lot that was good with what was currently being done to promote cycling but there were also some areas that could be improved. Some infrastructure projects had been implemented without prior consultation. A large amount of the previous infrastructure had also needed to be removed. However, improvements did not necessarily need to cost much and it was more about smart thinking.
- 4.4 The Panel noted the views of Haringey Cycling Campaign who did not feel that there had been much improvement in the last ten years. They also highlighted the need for political will in order for meaningful change to take place. In addition, they felt that while officers were sympathetic, they often did not see cycling as a priority.
- 4.5 The evidence that the Panel received indicated that a clear transformational vision for cycling is needed for the borough. However, it noted evidence from other local authorities that focussing solely on the needs of cyclists can alienate non cyclists. In response to this, Waltham Forest have now started to promote their Mini Holland scheme initiatives under the "Walk, Cycle, Enjoy" slogan. As previously mentioned, cycling can also have the benefit of improving the environment for all by making our streets safer, cleaner, quieter and more welcoming.

- 4.6 Boroughs that have been successful in increasing the level of cycling are supported by a strong political commitment. This needs to be demonstrated in order to maximise funding opportunities as the evidence shows that TfL and other funders are more likely to provide support if they feel confident initiatives will be followed through and delivered. Initiatives to develop the infrastructure can sometimes be controversial and, in such circumstances, TfL will wish to be reassured that there is sufficient commitment locally to resolve any issues.

**Recommendation:**

*That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and committed political will.*

- 4.7 The overwhelming evidence is that safety is the single reason why most people do not cycle. Whilst to a certain extent this is based on perception rather than reality, large increases in the number of cyclists are unlikely to take place until people feel safe to cycle. For this to happen, there needs to be safe spaces for cycling. It is also clear that this is essential to reach a wider demographic, particularly women, older people and children.
- 4.8 Cycle routes should provide a safe, welcoming and attractive environment for cyclists. In such circumstances, people will be far more likely to choose to cycle. To achieve this, there are clear benefits in having segregated cycle lanes as they minimise interaction with road traffic which is a major barrier for many potential cyclists. They have been effective in promoting increases in cycling elsewhere and are particularly beneficial where speed differences between cycles and motor traffic are high or where traffic is heavy. The Panel received evidence that there are also a number of different options that can be used to provide segregation which can assist when space is at a premium. These include soft or light methods of segregation such as rugby ball shaped "armadillos", the "Cambridge kerb" or planters.

**Recommendation:**

*That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic volume is heavy.*

4.9 The Panel noted that many boroughs have a dedicated cycling officer, including a number that had been very successful in increasing the number of people cycling, including Waltham Forest. At the moment, Haringey has a Smarter Travel Officer whose responsibilities include cycling and extra funding is received from TfL for this post. However, the post currently only deals with behaviour change and cycle training and not all cycling related projects and activities, such as development of the infrastructure. The Panel feels that the establishment of a single post with responsibility for all aspects of cycling would assist in improving co-ordination of the development of cycling. This could also assist in helping to secure additional external funds, particularly from TfL.

***Recommendation:***

*That, in order to promote and develop cycling in the borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough.*

4.10 The Panel is also of the view that there should be regular and ongoing engagement with the community and stakeholders on cycling issues so that their feedback can be systematically incorporated. It is particularly important that alterations on road layouts are consulted upon at an early stage so that they may be amended if necessary and regular meetings should provide an opportunity for such discussions to take place. This may reduce the risk of money being spent on developments that are poorly designed. In addition, the structure of the Transport Forum should be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists.

***Recommendations:***

- That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum; and*
- That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists.*

4.11 The Panel noted the safety deficits of some of the existing cycle infrastructure in the borough. For example:

- On Mayes Road, the southbound cycle lane on the pavement leads to an increased risk in crossing Coburg Road;
- Crossing the Roundway to All Hallows Road potentially leads cyclists into the path of a fast moving vehicle turning left into the same road; and

- In several locations, the swing left and right onto a pavement cycle lane takes cyclists' paths close to a sharp and unforgiving end to railings.

*Regeneration*

- 4.12 The Panel received evidence on how cycling was taken into account in regeneration programmes. In Tottenham Hale, the new District Centre Framework would provide a high level master plan for developments. As part of this a Street and Spaces strategy, that included cycling had been developed and was currently being consulted on. Haringey Cycling Campaign had welcomed it but had stated that they would comment in due course on the detail. Lessons have been learnt from the work undertaken around the Tottenham gyratory system and the aim is now to provide segregated cycling lanes wherever possible. One of the aims of the regeneration work is to make Tottenham a destination for people to meet and visit. As part of this, TfL is considering making Tottenham a Cycle Superhub.
- 4.13 Specific work is also being undertaken with Waltham Forest to open up the wetlands between Tottenham Hale, Tottenham Marshes, Blackhorse Road and Walthamstow. This would provide a segregated cycling route as well as access to the Lee Valley.

## **5. DEVELOPING HARINGEY'S CYCLING INFRASTRUCTURE**

- 5.1 The Panel heard that there are a number of major TfL infrastructure projects that are currently being undertaken within the borough;
- Cycling Superhighway 1 will connect Tottenham to central London and is due to be completed in spring 2016. The Council is building an extension that will take it onto Northumberland Park
  - The second phase of the Quietway will pass through Bowes Park, Wood Green, Alexandra Palace, Finsbury Park and onto central London;
  - An electric bike hire scheme is being developed. The preferred bidder will be selected in January and the scheme implemented in Spring 2017. This is a fairly small scheme and will follow the route of the W7 bus from Finsbury Park to Muswell Hill. There will be 200 bikes.
- 5.2 In addition, the Council are undertaking the following:
- Permeability measures are being implemented to allow two way cycling on some one way streets and the removal of barriers to cycling;
  - Cycle routes are being developed in the Tottenham gyratory area; and
  - Identified priorities of Haringey Cycling Campaign are also being addressed.
- 5.3 A major scheme has also been undertaken in Wood Green that delivers cycle parking, advance stop lines and new cycle lanes. In addition, traditional streetscapes are being re-introduced as part of estate renewal and this will help to encourage cycling.
- 5.4 The local plan includes a Green Grid of cycling and walking routes which are intended to be long term initiatives where the Council wishes to focus investment. Whilst some of these will be funded through the LIP, the Council is also looking to obtain funding from other sources.
- 5.5 The Panel noted evidence from the Cabinet Member for Environment regarding Haringey's bid for "Mini Holland" funding. He was not unduly concerned by the fact that the Council's bid had been unsuccessful as he felt that there was an opportunity to learn from the neighbouring boroughs that had been successful.
- 5.6 From evidence received, it is clear that there needs to be a high level of preparedness by Council if it is to be in a position to take full advantage of funding opportunities, particularly from TfL. It is highly likely that further opportunities to obtain funding will arise and this might well include another mini Holland scheme. The Panel notes that there is already the outline of a long term route network within the Green Grid. It would nevertheless welcome further detail on the long term route network for the borough as well as clarity regarding priorities and is of the view that these should be clearly publicised within the Cycling and Walking strategy.

- 5.7 The Panel noted the current lack of an east-west cycle route across the borough and the interest of the Mayor's Cycling Commissioner in developing one. Whilst some work is being undertaken by officers to develop an east-west route, current plans are only for a Quietway that goes part way across the borough. The Panel would therefore welcome the inclusion of a specific east-west route across the borough within the long term network.

**Recommendations:**

- *That the long term cycle route network for the borough and priorities within this be clearly publicised within the new Cycling and Walking strategy; and*
- *That the long term cycle route network includes provision for a specific east-west route that crosses the borough.*

- 5.8 In addition, the Panel noted evidence from a variety of sources of the benefits of trialling schemes as these provide flexibility to evaluate and amend schemes in response to the concerns of residents.

**Recommendation:**

*That cycle infrastructure projects be piloted in the first instance wherever possible in order to allow them to be amended following concerns raised by residents.*

- 5.9 The Panel obtained the views of Haringey Cycling Campaign on how the current cycling infrastructure could be improved. They highlighted the following issues:
- Some old cycle routes had been much neglected;
  - Barriers to prevent motorcycles being driven along footpaths also had the effect of not allowing bicycles through;
  - There were pinch points on some roads, including Albert Road, where it was too narrow for a bike and a vehicle to pass through together;
  - The amount of parking allowed on some roads was unsuitable;
  - Main roads and junctions could be challenging for cyclists;
  - There were a number of large junctions that it was hoped could be improved for cyclists, including Wightman Road, Colney Hatch Lane and Lordship Lane. The rebuilding of the railway bridge of Wightman Road might provide a particular opportunity to do this;
  - Bus stops were not always located well in their proximity to cycle routes. Other countries have created "floating" bus stops, which give room for cyclists to pass behind them;
  - Some shared use paths were too narrow;
  - 2-way cycling could be implemented easily on one way streets but a lack of forethought could lead to a waste of resources. Park Road in Hornsey was

an example of a well laid out facility where the best possible options had been taken. Opportunities had been missed to incorporate initiatives into other schemes, such as Green Lanes. Implementation could be simple and need sometimes only required signage;

- A proposed bridge over New River next to the border with Hackney had encountered local opposition. It had been supported by Hackney Council but opposed by Haringey some years ago and might be worthwhile revisiting;
- There was heavy competition for road space in some areas of the borough. In Wood Green High Road, this had been exacerbated by narrowing of the road. There were other options that could be explored and which could be considered as part of the Wood Green regeneration scheme;
- There were issues with signage in a number of locations, including by the Tottenham War Memorial where it was not clear where the cycle lane was located; and
- There were a large number of faded white lines. This was easy to resolve and brought big safety benefits as motorists were much more likely to comply.

5.10 Members of the Panel undertook a cycle tour of key parts of the borough with Council officers and members of Haringey Cycling Campaign. This enabled them to observe the infrastructure at first hand and experience what it is like to cycle within the borough. Whilst there are some good sections of cycle route, these tend to be short and disjointed. The better routes appeared to be in quieter side streets but could entail dismounting to cross main roads.

5.11 The previously highlighted issue with “pinch points” was encountered. These are sections of road where the carriageway is narrowed by design - often at traffic islands - with the intention of slowing and calming traffic. They can often be a source of risk to cyclists as anyone cycling in the inside of a lane is forced into the main flow of traffic by them. In addition, it was noted that some cycle routes were laid out so that they encouraged cyclists to ride too close to parked cars, which can put them at risk of being hit by opening car doors.

5.12 The Panel is of the view that the issue of cycle and bus pinch should be addressed as these can compromise the safety of cyclists. In addition, a scrutiny review on road safety in 2007 recommended that parking on corners should be prohibited. This recommendation was accepted but the Panel would request confirmation that this is still policy.

**Recommendations:**

- *That the Council’s Regeneration, Planning and Development Service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists; and*

- *That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced.*

5.13 The Panel noted that one of the strategies followed successfully in Cambridge, as well as other places, is to enhance accessibility for cyclists so that it is easier to travel on bicycle than by car. The overall strategy has been described as "filtered permeability" and describes road design that still allows through access for walking and cycling but removes it for motor traffic. This can be achieved either by a straightforward physical closure with bollards or the use of opposed one-way streets with exemptions for cycling or simply by the use of signage. It is an important part of the strategy used to develop cycling in Holland and can be used to improve accessibility without the need for cycle paths. The Panel feels that increasing the number of exemptions for cyclists from one way restrictions would provide a useful and cost effective means of encouraging cycling further within Haringey.

5.14 The Panel would nevertheless like to ensure that this will not compromise the safety of pedestrians. It is possible that, when crossing one way streets, they may not think to look the other way for cyclists. Bicycles are also quiet, making it less likely that pedestrians will be alerted to their approach. It therefore feels that proposed exemptions should be signposted clearly and trialled in the first instance.

***Recommendations:***

*That action be taken by the Regeneration, Planning and Development Service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians.*

5.15 The Panel received evidence that cycle paths with shared use with pedestrians can be a source of confusion. In particular, the Cabinet Member for Environment was of the view that the thinking behind these was flawed. The Panel would therefore welcome a review of their use.

5.16 The Panel also feels that methods of slowing cyclists that do not prevent the use of child or load trailers, tag-alongs or load carrying cycles should be investigated. For examples, Cambridge use low humps on the pedestrian side of some shared use paths. In addition, methods of deterring motorcycles and scooters that do not affect cyclists with child trailers are needed and experience from elsewhere should be incorporated.

5.17

**Recommendation:**

*That the Regeneration, Planning and Development Service be requested to;*  
*(a). Commission a review of cycle paths within the borough where there is shared use with pedestrians; and*  
*(b). Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-a-long and cargo cycles.*

5.18 The Panel is of the view that the most effective way of keeping abreast of issues in respect of the cycling infrastructure in the future would be for relevant officers to cycle around it. In addition, this could provide a useful opportunity to engage with stakeholders.

**Recommendation:**

*That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particularly signage and repairs.*

## 6. CYCLE PARKING AND SECURITY

- 6.1 Provision for parking bicycles is an essential part of developing cycling as a mode of transport as cyclists need somewhere safe and secure to leave their bicycles. Haringey has undertaken specific investment in cycle parking, which is now available in a wide range of locations across the borough and especially around public transport hubs. Some modes of parking are chargeable for users and there is therefore scope for them to be, at least, partially self funding
- 6.2 Cycle hangars have recently been introduced and have proven to be very popular. These are on-street covered facilities intended for the use of people in flats or houses in multiple occupation with little room to park bicycles. They cost £3,000 each and part funding is available for these. There is also a charge for residents who use them.
- 6.3 The Panel noted that views of the Cabinet Member for Environment, who felt that there were still a lot of gaps in the placement of cycle racks, such as near parks. He felt that this could be remedied fairly easily, subject to funding. The Panel would concur with this view.

### ***Recommendations:***

- *That strong support be given to a major expansion by the Council, working with Transport for London, of the number of bike hangars.*
- *That the Environment and Community Safety Service install additional bike racks where there genuine demand can be demonstrated.*

- 6.4 The Panel were impressed by the facilities in both Cambridge and Waltham Forest both in terms of the quantity of spaces and the high quality of them. There are currently 3,000 parking spaces for cycles at Cambridge station. There are 8 cycling hubs within Waltham Forest, which provide secure cycle parking around the clock for a charge of £10 per year. The locations include every tube and railway station and there are now over 1,000 parking spaces.

### ***Recommendation:***

*That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provided by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in Haringey.*

- 6.5 The Panel noted evidence that Council's Local Plan provides the overall planning policy context for supporting cycling and sets out current cycle

parking standards which are considered the minimum. The Council will follow London Plan cycle parking standards once they are finally approved.

- 6.6 Cycle parking is required to be safe, undercover and secure and “Sheffield” type stands are typically installed within an undercover secure shelter. Cycle parking is promoted by requiring its inclusion in scheme designs and is one of the transport related considerations on whether a development proposal is acceptable.
- 6.7 In considering planning applications, the Council’s planning process seeks to enhance sustainable transport. In terms of cycling, enhancements or additions are sought to the local cycle network. To mitigate the impact of a development on the highway network, the Council will typically seeking a contribution through the Section 106 process. The Panel noted that with higher levels of development of housing and jobs within the borough, there would be scope for managing the development of the cycle route network to ensure such measures are integrated within the design process.
- 6.8 One key issue in respect of cycle parking is security. The Panel received evidence from Sergeant Mick Doherty of the Metropolitan Police regarding this. It heard that the number of cycle thefts had increased from 663 in 2014 to 730 in 2015. People often bought expensive bikes without investing in security of the same quality to protect them. There are a number of hot spots within the borough which shift regularly. Seven Sisters, Wood Green, Turnpike Lane and Crouch End have all been hot spots. The Police were giving consideration to using cameras focussed on bike stands to address thefts. Haringey has one of the highest rates of theft in north London but the Panel noted thefts in central London were a lot higher.
- 6.9 Operation Pluto was set up to target cycle theft, using plain clothed officers and decoy bikes, as well as high visibility patrols. Bike registration is another useful deterrent. This can be done by the Police for no charge and enables bikes to be tracked. Halfords can also stencil bikes as part of the scheme and efforts are also being made to involve independent bike shops.
- 6.10 The Panel noted that cycle parking facilities can sometimes contain remnants of bicycles, particularly frames, and that they can remain there for some time. It is important that cycle parking facilities are attractive and well maintained. Bicycle parts should therefore be removed quickly and according to clear timescales.

***Recommendation:***

*That clarification be provided on the procedure and responsibility for the removal of bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process.*

## 7. PROMOTING BEHAVIOUR CHANGE

- 7.1 The Council aims to achieve behaviour change through its Smarter Travel programme. This is intended to complement work that is being done to develop the infrastructure. It has the following aims:
- To improve cycling, active travel and health;
  - To reduce road casualties;
  - To reduce traffic and congestion; and
  - To improve air quality and reduce CO2 emissions.
- 7.2 The cycling element of this has promoted the following;
- Bikeability and balanceability training;
  - Cycle maintenance sessions and cycle security;
  - Awareness training for lorry and van drivers;
  - Tougher enforcement of HGVs;
  - Cycle facility improvements for schools;
  - Engagement and enforcement linked to the wider 20mph limit; and
  - Volunteer Cycle Rangers.
- 7.3 The following have been part of this programme:
- Smarter Travel information and advice road shows, including the Festival of Cycling;
  - Cycle rides for pupils – mass cycle rides during Bike Week;
  - Sky Rides for all and Breeze Rides for women;
  - Active Travel projects run by community organisations;
  - Personal travel planning project; and
  - The Haringey Cycling Conference, which took place in September 2015.
- 7.4 Panel Members attended the Haringey Cycling Conference and found it a very useful opportunity to learn from experiences elsewhere, share ideas and develop networks. They believe that it should be made into a regular event. However, it should be wider than just cycling and include walking and “living streets” initiatives, in line with the strategic approach.

**Recommendation:**

*That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and “living streets” initiatives.*

- 7.5 The Panel received evidence on the impressive work that is being done by some schools in the borough. It heard from Sarah O’Carroll from North Haringay School on the work that has been done by the school to promote cycling. As part of a walking and cycling to school programme, the school had

successfully applied for a grant of £5000 from the London Cycling Campaign. This had been used, amongst other things, to develop cycle training and purchase a number of bikes. School staff had been trained as cycle trainers and were now able to offer cycle training to children at the school. Many of those who had been trained had been able to get other paid work as instructors.

- 7.6 They now have approximately eight qualified cycle instructors and, in addition to cycle training, are able to offer a bike recycling scheme and maintenance workshops. The school founded the Haringey Schools Cycling League and has also participated actively in Bike Week and arranged family bike rides had also been arranged. There are also pool bikes available for staff and a cycling after school club, which had been financed by a TfL cycle grant.
- 7.7 Ms O'Carroll stated that it would be possible for the training offered by the school to be extended to other schools within the borough. According to survey data, the overriding barrier to increasing the level of cycling cited by schools was concern about safety and this was a consistent pattern.
- 7.8 The Panel were very impressed by the work undertaken by North Haringey School. They feel that that a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringey School to include cycle training and facilities.

***Recommendation:***

*That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringey School and that this include cycle training and facilities.*

- 7.9 The Panel noted the excellent work that has taken place with schools. This has been focussed on primary schools but is not specifically restricted to them. Additional funding was received from TfL this year to target secondary schools with cycle training but it has proven very difficult to engage with them in order to carry this out. The Panel would recommend that further efforts be made to engage with secondary schools and include them in cycle training.

***Recommendation:***

*That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel programme.*

### ***Case Study 1 - Cambridge***

The Panel visited Cambridge, which currently has the highest percentage of people cycling on any city in the UK.

- 30% of people in Cambridge cycle to work. 22% of all trips are made by cycle and the aim is to reach 40% by 2023. The gender split is 59% men and 41% women. There is also a mixture of ages.
- People feel safe to cycle and therefore do so. It is an easy way to travel. The centre of Cambridge is not accessible by private car. "Rat runs" are also not accessible by car but can be used by cycles. There are several streets which are no entry except for cyclists. Cycling therefore gives people access to a wider network of roads.
- Double yellow lines had been used in some places to prevent people from parking in cycle lanes. This had been controversial but there had been the political will by the Council to carry it through.
- Funding has come from a number of sources, including Section 106, DfT and City Deal funding. Whilst funding can be identified to develop the cycle infrastructure, maintenance is an issue as there is often a lack of funding.
- Action was taken to ensure that all developments encourage the use of sustainable transport. Section 106 agreements had been used to ensure that developers mitigated the growth in the quantity of traffic arising from developments.
- There are currently 3,000 covered parking spaces for cycles at Cambridge station. The planned new science park railway station would have space for 1,000 cycles.
- There was a cycling forum to discuss plans that includes local authorities, cycling organisations, Sustrans and local employers.
- There had been opposition to some schemes. However, work had been undertaken to engage with residents and develop relationships with them. A number of objectors to schemes cycled themselves and this made it easier to engage constructively with them.
- The "Cambridge kerb" had been developed as a means of separating cycles from the main carriageway whilst allowing a car or cycle to safely cross the kerb.
- Red aggregate is used for cycle lanes where possible as it kept its colour. However, it had to be ordered in large quantities.

- A number of schemes had been trialled in the first instance before becoming permanent.
- The middle class demographic has been targeted, who were likely to be more sympathetic to cycling.
- There was a substantial cycling infrastructure, including cycle phases at traffic lights, “floating” bus stops, segregated lanes and (not visited) a cycle and pedestrian bridge over the River Cam.

### ***Case Study 2 – Waltham Forest***

The Panel also visited Waltham Forest, which was one of the three London boroughs that had been successful in bidding for “Mini Holland” funding.

- Waltham Forest had looked at the Mini Holland Scheme as a good opportunity. They had not been selected initially and were asked to reconsider bits of their scheme, particularly links to the north of the borough, before they were selected.
- They have a good track record of delivery and were well ahead of other mini Holland boroughs in delivering the scheme. There is a borough cycling officer.
- £30 million had been made available from TfL in total, as part of the scheme. There were also other cycling programmes that the borough was undertaking. These included Quietways, for which there was £600,000 as well as other linked LIP programmes.
- Walthamstow Village had been the first pilot, which had proven to be controversial, with vociferous opposition and support, as well as a silent majority who did not have strong views. Although the work had been controversial in nature, there were now no vacant shops there whereas there had been six a year ago. Estate agents were now specifically advertising properties in the area as being “close to the mini Holland scheme”.
- There had been considerable opposition to the schemes, including one of the largest protests in the borough’s history. There had been an unsuccessful High Court challenge. Opposition had calmed down after this.
- There are eight cycling hubs (see below) within the borough, which provide 24 hour secure cycle parking for a charge of £10 per year. The locations include every tube and railway station and there are no over 1,000 parking spaces. There are also currently 30 cycle hangars within the borough and it is planned to install another 30 this year. There had been an unexpectedly high level of

demand for these. The possibility of installing single hangars in front gardens is being investigated. Additional cycle stands were also being installed – around 1,200.



- Promotional work is being undertaken that focusses on cycling and walking. The Council is trying to drop the “mini Holland” label and was currently using the slogan “Walk, Cycle, Enjoy”. Broadening the scope of promotional work helped widen its appeal as some people could feel disenfranchised by the focus on cycling. The work being undertaken was also of benefit for people who did not cycle.
- Work is done with schools and cycle training was available. Some work has also been undertaken with local mosques in order to increase cycling amongst all communities.
- The most important issue was ensuring that people felt safe to cycle.
- Various means of segregating cycles from cars had been used, including kerbs, armadillos and orcas, which they had found to be better than the Cambridge kerb because they were a more flexible installation.
- It was necessary to be proactive in order to gain maximum benefit from funding opportunities. TfL preferred to award funding to boroughs who had a track record of effective delivery. It was also important to demonstrate political commitment to carry out schemes. They currently had schemes that were ready to go when suitable funding became available.
- There was also a design guide that could be given to developers and identified the next steps that were being taken. The hope was that developers would buy into the vision.
- The targeted increases in cycling that had been set had been reached ahead of

schedule. The Health Economic Assessment Tool (HEAT) had been used.

## **Appendix A**

### **Participants in the Review:**

#### *Haringey Council;*

Malcolm Smith, Team Leader in Transportation Planning, Planning Service

Denise Adolphe, Smarter Travel Manager (Communication and Consultation), Environment and Community Safety

Edward Richards and Peter O'Brien, Tottenham Regeneration Team, Haringey Council

Councillor Stuart McNamara, Cabinet Member for Environment

Councillor Toni Mallett, Council Cycling Champion

#### *External;*

Andrew Gilligan, Mayor's Commissioner for Cycling

Adam Coffman, Haringey Cycling Campaign

Michael Poteliakhoff, Haringey Cycling Campaign

Sarah O'Carroll, North Haringay School

Sergeant Mick Doherty, Metropolitan Police

Mark Trevethan, Principal Strategy Planner, Transport for London

Clare Rankin, Cycling and Walking Officer, Cambridge City Council

Bala Valavan, Head of Highways, London Borough of Waltham Forest

Chris Procter, Mini Holland Design Manager, London Borough of Waltham Forest

Mark Bland, Mini Holland Programme Manager, London Borough of Waltham Forest



## Appendix 2: Recommendations

Recommendation from Scrutiny Review	Draft response [Agreed/Partially agreed/Not agreed]	Who and When
1. That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and political will	Agreed We will include a vision for cycling and walking as part of a new Transport strategy.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning  April 2017
2. That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic is heavy	Agreed We will seek to provide segregated cycle facilities wherever possible. We recognise many cyclists and potential cyclists are discouraged from cycling by traffic speed and volume.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning  Ongoing
3. That, in order to promote and develop cycling in the borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough	Not agreed We consider the development and implementation of cycling infrastructure, management of soft measures to encourage more cycling and cycling policy matters can be managed within existing staff and financial resources. We do not consider a dedicated cycling officer will add	

	value to the work already being undertaken.	
4. That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum	The HCC will be engaged in the development of a new Transport Strategy and, as part of the review of the Transport Forum, we will ensure cycling and cyclists are properly represented in any new partnership	Cabinet Member for Environment and Team Leader, Transportation Planning  November 2016
5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists	Agreed We will review the structure of the Transport Forum in discussion with the Cabinet Member for Environment	Cabinet Member for Environment and Team Leader, Transportation Planning  November 2016
6. That the long term cycle route network for the borough and priorities within this be clearly publicised within strategy new Transport Strategy	Agreed It is intended to include a cycle route network and a prioritised action plan within a new Transport strategy	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning  April 2017
7. That the long term cycle route network includes provision for a specific east-west route that crossed the borough	Agreed We have included an east-west route as a priority in the Quietway cycle route programme, funded by TfL. The previous Mayor's Cycling Commissioner supported such a route in evidence to the panel. Its implementation will depend on the availability of funding from TfL.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning  April 2017
8. That cycle infrastructure projects be piloted in the first instance wherever possible in order to	Not agreed In theory most cycling infrastructure	

<p>provide the necessary flexibility to amend them if necessary so that concerns raised by residents may be responded to effectively</p>	<p>can be put in on a temporary basis. However, we consider that with a limited budget for implementing cycling infrastructure much better value for money can be achieved by developing, consulting and implementing effective and widely supported schemes. Consultation with local residents and stakeholders is a key element of developing schemes and we seek to address resident concerns as part of this process.</p>	
<p>9. That the Council's Regeneration, Planning and Development service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists</p>	<p>Partially agreed We will work with Haringey Cycling Campaign to identify such locations. We will need to consider the needs of other road users and the impact of traffic speed in considering options for removing pinch points. Such a review would also need to be considered in the context of a limited budget for delivering cycling infrastructure and balanced against delivering other physical measures to support more cycling.</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning  December 2016</p>
<p>10. That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced</p>	<p>Agreed</p>	<p>Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management</p>

		October 2016
11. That action be taken by the Regeneration, Planning and Development service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians	Agreed Subject to funding we will look to increase the number of exemptions for cyclists to one-way roads. The impact on road safety and particularly on pedestrian safety will be monitored as part of the delivery of such schemes.	Cabinet Member for Environment and Group Manager, Sustainable Transport  Ongoing
12. That the Regeneration, Planning and Development service be requested to: a) Commission a review of cycle paths within the borough where there is shared use with pedestrians; and b) Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-alongs and cargo cycles	Partially agreed We do not consider a general review of all shared use paths in the borough to be worthwhile. Where specific issues have been identified, we will investigate and seek to address these issues, subject to funding. Subject to funding, we will investigate options for slowing cycles and deterring motorcycles	Cabinet Member for Environment and Group Manager, Sustainable Transport  December 2016
13. That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particular signage and repairs	Agreed	Cabinet Member for Environment Team Leader, Transportation Planning and Group Manager, Sustainable Transport  Spring/summer 2017
14. That strong support be given to a major expansion by the Council, working with Transport for London, of the amount of secure cycle parking, such as bike hangars	Agreed We will continue to install secure cycle parking including bike hangars	Cabinet Member for Environment and Group Manager, Sustainable Transport  Ongoing

<p>15. That the Environment and Community Safety service install additional bike racks where genuine demand can be demonstrated</p>	<p>Agreed Subject to funding, we will continue to install cycle parking facilities where demand is evident</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport  Ongoing</p>
<p>16. That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provide by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in Haringey</p>	<p>Partially agreed This study will need to be considered as part of the overall programme to enhance cycle facilities.</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning  March 2017</p>
<p>17. That clarification be provided on the procedure and responsibility for the removal of abandoned bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process</p>	<p>Partially agreed Responsibility for removing bicycle parts falls within the remit of the Neighbourhood Action Team. Abandoned bicycles are regarded as a highway obstruction under the Highways Act 1980. NAT instructs the contractor Veolia to remove the bicycle parts within 2 working days of being reported if it is obviously abandoned. There is a requirement to issue a Statutory Notice of the intention to remove a bicycle if it looks in a good state of repair rather than just bicycle parts. This gives an owner 28 days to appeal against the notice.</p>	<p>Cabinet Member for Environment and Neighbourhood Action Team  Ongoing</p>
<p>18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives</p>	<p>Not agreed Unfortunately The Council does not have sufficient staff and financial</p>	

	resources to undertake a bi-annual event. Our resources will be targeted at delivery of cycling projects and programmes. However the Council would welcome engaging with a community group or partners to deliver such an event.	
19. That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringay School and that this include cycle training and facilities	Partially agreed We acknowledge the excellent work being carried out by North Haringay school to promote the use of bicycles. We are happy to work with schools in encouraging more cycling. Subject to funding we will support more cycle training for schools and provision of cycle facilities such as parking. We will be preparing a School Charter setting out our proposals	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management  March 2017
20. That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel programme	Agreed We will continue efforts to engage with secondary schools	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management  Ongoing

This page is intentionally left blank

## Appendix 2 - Progress update on the Scrutiny Cycling Review Recommendations

Recommendation from Scrutiny Review	Response [Agreed/Partially agreed/Not agreed]	Who and When	2017/18 update	2018/19 update	Status
1. That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and political will	Agreed We will include a vision for cycling and walking as part of a new Transport strategy.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning  April 2017	This is an important part of the vision of the new Haringey Transport Strategy which was consulted on before the new year and is being presented to Cabinet for adoption in March 2018.	The Haringey Transport Strategy was adopted in March 2018. The adopted vision for the strategy is: <i>"to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all."</i> The Council is now preparing a cycling and walking action plan to deliver the above vision. Public consultation on the action plan will be in 2019 following Cabinet approval to consult.	Complete
2. That the overriding priority of the cycling content of the Council's	Agreed We will seek to provide	Cabinet Members for Environment	This is an important part of Outcome 2 and the	The Haringey Transport Strategy was adopted in March 2018 with the priority	Underway

<p>forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic is heavy</p>	<p>segregated cycle facilities wherever possible. We recognise many cyclists and potential cyclists are discouraged from cycling by traffic speed and volume.</p>	<p>and Planning and Team Leader, Transportation Planning  Ongoing</p>	<p>priority in the new Haringey Transport Strategy to make Haringey 'one of the most cycling and pedestrian friendly boroughs in London'. The draft strategy was consulted on before the new year and is being presented to Cabinet for adoption in March 2018.</p>	<p>to be 'one of the most cycling and pedestrian friendly boroughs in London'. The Council is now preparing a cycling and walking action plan to deliver the vision set out in the Transport Strategy. The action plan will have regard to the priority afforded by the Panel to the quality cycle infrastructure, including for segregated provision where possible. Public consultation on the action plan will be in 2019 following Cabinet approval to consult.</p>	
<p>3. That, in order to promote and develop cycling in the borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough</p>	<p>Not agreed We consider the development and implementation of cycling infrastructure, management of soft measures to encourage more cycling and cycling policy matters</p>				<p>N/A</p>

	can be managed within existing staff and financial resources. We do not consider a dedicated cycling officer will add value to the work already being undertaken.				
4. That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum	The HCC will be engaged in the development of a new Transport Strategy and, as part of the review of the Transport Forum, we will ensure cycling and cyclists are properly represented in any new	Cabinet Member for Environment and Team Leader, Transportation Planning  November 2016	The HCC have been engaged as part of the development of the new Transport Strategy and they will continue to be a key stakeholder. The Transport Forum met in September 2016 and the next meeting is scheduled for Feb/March 2018. The Cabinet Member for	HCC continue to be an important stakeholder engaged in the implementation of the adopted transport strategy. HCC actively participate on the Transport Forum. The new Cabinet member for Environment has met HCC on a number of occasions since taking up her position last summer.	Implemented & Ongoing

	partnership		Environment has met with members if the Campaign.		
5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists	Agreed We will review the structure of the Transport Forum in discussion with the Cabinet Member for Environment	Cabinet Member for Environment and Team Leader, Transportation Planning  November 2016	The Structure of the Forum was reviewed and wider involvement was sought. The last meeting was well attended by a range of different interests and we hope this will continue.	The forum continues to be well attended and membership is expanding. Since the review, the forum is proving effective and popular. We will continue to monitor and review the forum moving forward.	Implemented & Ongoing
6. That the long term cycle route network for the borough and priorities within this be clearly publicised within strategy new Transport Strategy	Agreed It is intended to include a cycle route network and a prioritised action plan within a new Transport strategy	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning  April 2017	We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to review the cycle route network to help achieve the aims of the Strategy	The walking and cycling action plan is intended to review the cycle route network to help achieve the aims of the adopted Transport strategy.	Underway
7. That the long term cycle route network includes provision for a specific east-west route that crossed the	Agreed We have included an east-west route as a	Cabinet Members for Environment and Planning and Team	We are preparing a walking and cycling action plan as part of the Transport Strategy and it is	We are still preparing a walking and cycling action plan to deliver the vision set out in the adopted Transport Strategy and it is intended to	Underway

borough	priority in the Quietway cycle route programme, funded by TfL. The previous Mayor's Cycling Commissioner supported such a route in evidence to the panel. Its implementation will depend on the availability of funding from TfL.	Leader, Transportation Planning  April 2017	intended to review cycle routes east-west to help achieve the aims of the Strategy	review cycle routes east-west. We continue to engage TfL regarding the strategic cycle network and to seek priority being afforded to the provision of orbital routes alongside the axial routes into the city.	
8. That cycle infrastructure projects be piloted in the first instance wherever possible in order to provide the necessary flexibility to amend them if necessary so that concerns raised by residents may be responded to	Not agreed In theory most cycling infrastructure can be put in on a temporary basis. However, we consider that with a limited				N/A

effectively	<p>budget for implementing cycling infrastructure much better value for money can be achieved by developing, consulting and implementing effective and widely supported schemes. Consultation with local residents and stakeholders is a key element of developing schemes and we seek to address resident concerns as part of this process.</p>				
9. That the Council's	Partially	Cabinet	We continue to	We continue to work with	Underway

<p>Regeneration, Planning and Development service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists</p>	<p>agreed We will work with Haringey Cycling Campaign to identify such locations. We will need to consider the needs of other road users and the impact of traffic speed in considering options for removing pinch points. Such a review would also need to be considered in the context of a limited budget for delivering cycling infrastructure and balanced against delivering</p>	<p>Member for Environment and Team Leader, Transportation Planning  December 2016</p>	<p>work with HCC and this will be explored as part of the walking and cycling action plan.</p>	<p>HCC and this will be explored as part of the walking and cycling action plan.</p>	
--	--	---	--	--	--

	other physical measures to support more cycling.				
10. That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced	Agreed	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management  October 2016	This remains operational practice.	This remains operational practice.	Complete
11. That action be taken by the Regeneration, Planning and Development service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians	Agreed Subject to funding we will look to increase the number of exemptions for cyclists to one-way roads. The impact on road safety and particularly on pedestrian safety will be monitored as part of the	Cabinet Member for Environment and Group Manager, Sustainable Transport  Ongoing	These will continue to delivered annually from the LIP funded measures to support contra flow cycling within the limits of the available funding.	These will continue to be delivered annually from the LIP funded measures to support contra flow cycling within the limits of the available funding.	Underway

	delivery of such schemes.				
<p>12. That the Regeneration, Planning and Development service be requested to:</p> <p>a) Commission a review of cycle paths within the borough where there is shared use with pedestrians; and</p> <p>b) Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-alongs and cargo cycles</p>	<p>Partially agreed</p> <p>We do not consider a general review of all shared use paths in the borough to be worthwhile. Where specific issues have been identified, we will investigate and seek to address these issues, subject to funding. Subject to funding, we will investigate options for slowing cycles and deterring</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>December 2016</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to investigate all methods to help achieve the aims of the Strategy.</p>	<p>We are continuing to prepare a walking and cycling action plan as and it is intended to investigate all methods to help achieve the aims of the adopted Transport Strategy.</p>	<p>Underway</p>

	motorcycles				
13. That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particular signage and repairs	Agreed	Cabinet Member for Environment Team Leader, Transportation Planning and Group Manager, Sustainable Transport  Spring/summer 2017	Engagement with HCC is ongoing and a cycle ride is in the pipeline for the near future and will form part of the research for the walking and cycling action plan.	Engagement with HCC is ongoing and cycle rides have taken place as part of the preparation of the cycling and walking action plan.	Implemented & ongoing
14. That strong support be given to a major expansion by the Council, working with Transport for London, of the amount of secure cycle parking, such as bike hangars	Agreed We will continue to install secure cycle parking including bike hangars	Cabinet Member for Environment and Group Manager, Sustainable Transport  Ongoing	Additional bike hangars have been installed year on year.(21 in 16/17 and 14 in 17/18). It is proposed to continue this roll-out subject to continued funding.	Additional bike hangars have been installed year on year (21 in 16/17 and 14 in 17/18 and 12 to date in 2018/19). It is proposed to continue this roll-out once the TfL Local Implementation plan (LIP) funding has been agreed in early 2019. It is expected we will deliver 14 bike hangars through the LIP in 2019 but we are looking at other opportunities to secure additional hangars such as through the development process and other TfL funding	Implemented & ongoing

				<p>cycling infrastructure such as through the development of Cycle Future Route 2 and the Crouch End liveable neighbourhood project.</p> <p>There is a wider intention to review the feasibility of bringing the bike hangar delivery, management and maintenance in house but work has not yet commenced on this review.</p>	
15. That the Environment and Community Safety service install additional bike racks where genuine demand can be demonstrated	Agreed Subject to funding, we will continue to install cycle parking facilities where demand is evident	Cabinet Member for Environment and Group Manager, Sustainable Transport  Ongoing	Additional bike racks have been installed year on year (12 in 16/17 and 11 in 17/18). ). It is proposed to continue this roll-out subject to continued funding.	Same response as the last progress update.	Implemented & ongoing
16. That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provide by cycle hubs in	Partially agreed This study will need to be considered as part of the overall	Cabinet Member for Environment and Team Leader, Transportation Planning	We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to investigate all	<p>Please see the response to recommendation 14 above.</p> <p>The cycling and walking action plan will investigate opportunities for cycle hubs in Haringey.</p>	Underway

Waltham Forest and part financed by a charge to users, could be established in Haringey	programme to enhance cycle facilities.	March 2017	methods to help achieve the aims of the Strategy.		
17. That clarification be provided on the procedure and responsibility for the removal of abandoned bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process	Partially agreed Responsibility for removing bicycle parts falls within the remit of the Neighbourhood Action Team. Abandoned bicycles are regarded as a highway obstruction under the Highways Act 1980. NAT instructs the contractor Veolia to remove the bicycle parts within 2 working days	Cabinet Member for Environment and Neighbourhood Action Team  Ongoing	This work is ongoing	This work is ongoing	Underway

	of being reported if it is obviously abandoned. There is a requirement to issue a Statutory Notice of the intention to remove a bicycle if it looks in a good state of repair rather than just bicycle parts. This gives an owner 28 days to appeal against the notice.				
18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives	Not agreed Unfortunately The Council does not have sufficient staff and financial resources to undertake a	Cabinet Member for Environment and Team Leader, Transportation Planning and the Smarter		Despite not agreeing to the original report recommendation, a Cycling Conference is being considered for 2019. How the conference will be funded, the conference theme and the most suitable date will be	N/A

	bi-annual event. Our resources will be targeted at delivery of cycling projects and programmes. However the Council would welcome engaging with a community group or partners to deliver such an event.	Travel Team		investigated as part of the considerations	
19. That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Harringay School and that this include cycle training and facilities	Partially agreed We acknowledge the excellent work being carried out by North Harringay school to promote the use of bicycles. We are happy to	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management  March 2017	We are doing this via the school travel plan rather than having a separate charter for the schools to sign up to they are encouraged via the travel plan to sign up to and take part in cycling initiatives. It's an active travel policy	We are continuing to do this via the school travel plan rather than having a separate charter for the schools to sign up to they are encouraged via the travel plan to sign up to and take part in cycling initiatives. It's an active travel policy that schools are being asked to adopt – <a href="https://stars.tfl.gov.uk/explore/idea/details/73">https://stars.tfl.gov.uk/explore/idea/details/73</a>	Implemented & ongoing

	work with schools in encouraging more cycling. Subject to funding we will support more cycle training for schools and provision of cycle facilities such as parking. We will be preparing a School Charter setting out our proposals		that schools are being asked to adopt – <a href="https://stars.tfl.gov.uk/explore/idea/details/73">https://stars.tfl.gov.uk/explore/idea/details/73</a>		
20. That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel programme	Agreed We will continue efforts to engage with secondary schools	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management  Ongoing	We have worked with our cycle training provider to engage much more with the secondary schools and we have increased the number of secondary schools that have taken up cycle training in	We have worked with our cycle training provider to engage much more with the secondary schools and we have increased the number of secondary schools that have taken up cycle training since 2016	Implemented & ongoing

			2016/17 and 2017/18.		
--	--	--	-------------------------	--	--

<b>Report for:</b>	Environment and Community Safety Scrutiny Panel – 18 <sup>th</sup> December 2018
<b>Title:</b>	Air Quality Update
<b>Report authorised by :</b>	David Murray Interim Assistant Director of Environment and Neighbourhoods
<b>Lead Officer:</b>	Felicia Ekemezuma, (Ext. 5153)
<b>Ward(s) affected:</b>	All
<b>Report for Key/ Non Key Decision:</b>	Non Key Decision

## **1 Describe the Issues under Consideration**

- 1.1 This report gives an overview on the current and draft proposed future actions concerning air quality.
- 1.2 In addition, this report also updates on the following:
  - (a) How Air Quality is monitored,
  - (b) What the approach is to working with other stakeholders,
  - (c) How we engage with the local community and voluntary sector,
  - (d) How we are using the funding streams available through the London Mayor.

## **2 Cabinet Member Introduction**

- 2.1 This report is about the council's current and future ambition to reduce pollution. As with much of London, improving air quality is a key priority in Haringey because of the terrible effect it has on our residents, particularly older, disabled people and our children. We are committed to ensuring that our residents' health is protected.
- 2.2 Our work on these issues affects all aspects of the Council's work, and goes hand in hand with our commitments to combatting Climate Change, developing and extending walking, cycling and the wider use of public transport, and discouraging use of cars except where this is an access solution to older and disabled people. We have already taken steps to improve air quality in Haringey, and are specifically targeting the air quality around schools with our healthy schools initiatives. We will continue to work together with our partners to reduce the exposure of people in Haringey to poor air quality.
- 2.3 I encourage everyone to have their say on the draft Air Quality Action plan via our public consultation. Your feedback will inform the final plan, which is due to be go to Cabinet later in 2019.

## **3 Recommendations**

- 3.1 The Panel is asked to note the contents of the report and current Draft Air Quality Action Plan, (which is subject to change). Any comments from the panel will be feed into the development of the draft plan as part of the consultation process.

## **4 Reasons for decision**

- 4.1 Not applicable

## **5 Alternative options considered**

- 5.1 There is no alternative options, as under Part IV of the Environment Act 1995, Haringey is required to review and assess air quality.

## **6 Background Information**

### **6.1 Air Quality Structures**

- 6.1.1 Haringey has a duty to manage local air quality, in accordance with guidance issued by the Mayor under London Local Air Quality Management.
- 6.1.2 Where standard are being exceeded then, we are required to designate the areas as an Air Quality Management Area (AQMA) and draw up and implement an action plan aimed at reducing levels of pollutant.
- 6.1.3 Two of the nationally set standards are for Nitrogen dioxide (NO<sub>2</sub>) and Particulate Matter.

- Nitrogen dioxide (NO<sub>2</sub>): At high concentrations, NO<sub>2</sub> causes inflammation of the airways. Breathing in high levels of NO<sub>2</sub> over a long period of time is associated with an increase in symptoms of bronchitis in asthmatic children and reduced lung development and function
- Particulate matter (PM): Breathing in high levels of PM over a long period contributes to the risk of developing cardiovascular and respiratory diseases, including lung cancer. Research shows that small particles (those with a diameter of 10 microns and smaller) – PM<sub>10</sub> – are likely to be inhaled deep into the respiratory tract. The health impacts of the smallest particles (those with a diameter of 2.5 microns or smaller) – PM<sub>2.5</sub> – are especially significant, as smaller particles can penetrate even deeper

6.1.4 Air quality monitoring results have shown that Haringey is exceeding EU limits for the gas Nitrogen Dioxide (NO<sub>2</sub>) in parts of the borough, the main areas of concern being main roads.

## 6.2 Current Air Quality Action Plan

6.2.1 Haringey's Air Quality Action Plan (AQAP) 2010 – 2018 (see appendix 1) has been tackling emissions from roads in particular and other sources of pollution in general to improve the overall Air Quality. Some of the successful projects delivered through the current 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 and actions to improve it.
- Work with Development management to ensure that the air quality impacts upon new developments are appropriately assessed and mitigated.

6.2.2 In addition, public transport improvements and cycling/walking infrastructure continue to be delivered via the Local Implementation Plan (LIP).

6.2.3 In recognition of the work carried out towards improving air quality, Haringey Council has been awarded the accreditation of 'Cleaner Air Borough Status' by the Mayor of London. Set by the GLA, the Council has met the six criteria required for Clean Air Borough Accreditation: political leadership; taking action; leading by example; using the planning system; informing the public and integrating air quality into the public health system.

## 6.3 Draft AQAP 2018 - 22

6.3.1 The proposed draft AQAP outlines the action that we will take to improve air quality in Haringey between 2018 - 2022. The draft AQAP presents 25 actions that are being considered for implementation in partnership with

different services within Haringey Council, neighbouring authorities and external organisations such as GLA and TFL.

6.3.2 The new draft AQAP has been developed using a format produced by the Greater London Authority. The main body of the plan takes the form of a table of measures, (See Appendix 2 - Draft table of measures), with actions identified under six broad topics:

- Emissions from developments and buildings: emissions from buildings account for about 15% of the nitrogen oxides (NOX) emissions across London so are important in affecting 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;
- Borough fleet actions: our fleet includes light and heavy duty diesel-fuelled vehicles such as maintenance vans and parks 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, public transport and ultra-low emission vehicles (such as electric) as far as possible.

6.3.3 Statutory Consultation is required with the Secretary of State, Environment Agency, Transport for London and Mayor of London – joint response, Neighbouring Local Authorities, Bodies representing local businesses and other local organisations and the Local community.

6.3.4 The consultation will be fully accessible and will take the form of a short on line survey, paper surveys in key locations, communications strategy to encourage participation, a minimum of 2 community events.

6.3.5 The timetable for the draft plan is:

- Officers to agree outline plan with key stakeholders and lead member. Send draft plan for comments to the GLA by 31st December 2018.
- Submission to Corporate Board for comments February 2019.
- Cabinet approval to consult on draft plan April 2019.
- 10 weeks public consultation May – mid July 2019.
- Cabinet consideration and approval of final plan November 2019.

## **6.4 Air Quality Monitoring**

- 6.4.1 All air quality monitoring is undertaken in accordance to the Local Air Quality Management Technical Guidance (TG16) published by Defra in 2016.
- 6.4.2 Monitoring of NO<sub>2</sub> across the borough is carried out through a combination of highly accurate continuous (or automatic) monitoring stations at two locations and indicative low-cost diffusion tubes at 13 locations.
- 6.4.3 The two automatic monitoring stations are representative of public exposure are in Tottenham High Road giving typical roadside exposure and Priory Park Hornsey giving the urban background.

## **6.5 Our approach to join-up with other stakeholders,**

6.5.1 The AQAP is coordinated by the Pollution team, but delivered in partnership with a number of key internal and external stakeholders.

6.5.2 Our main internal stakeholders include:

- Development Management,
- Procurement,
- Public Health,
- Transport Planning,
- Carbon Management,
- Active Communities etc.

6.5.3 A group of representatives from these services meet on a monthly basis to consider new projects and to update the action plan.

6.5.4 Last year we delivered eight AQ workshops for council officers across a range of service areas, including councillors. Feedback from these workshops were incorporated into the new draft AQAP.

6.5.5 Our external stakeholders (excluding voluntary sector) include:

- Neighbouring authorities who form the North London Cluster Group,
- London Pollution Study Group, organised by the Association of London Environmental Health Managers (ALEHM).
- The Greater London Authority (GLA),
- DEFRA, and
- Transport for London.

6.5.6 As the council has an AQMA and an AQAP, it is obligated to report annually to DEFRA and the GLA on air quality in its area. The following documents have been submitted to both DEFRA and the GLA to fulfil the requirements of Part IV of the Environment Act 2005:

- An Air Quality Annual Report 2017
- Annual Summary Status Report 2017
- Updating and Screening Assessment 2014;

## **6.6 Engagement with the Community and Voluntary Sector**

6.6.1 In 2017-18, we delivered an Air Quality Health Engagement project consisting of:

- Four public information AQ stands at various locations around the borough i.e. Wood Green shopping area, Crouch End and Tottenham Green.
- Three AQ presentation to Health groups in Haringey (2 x Breathe Easy Groups and 1 x Stroke group), including promoting Air text and providing Walk it leaflets and information.
- Two community workshops for local residents and one public meeting. The community workshops and public meeting was specifically to capture ideas and public opinions. This included representatives of Friends of the Earth, Woodland trust, Sustrans, UK100, Business Improvement District, Living Streets, Haringey Cycling and British Lung Foundation GLA and TFL.
- The production of 2000 postcards designed and printed to promote Airtext & Haringey's air monsters, these were distributed to all 9 libraries in Haringey as well as being handed out at the AQ stands and the Health Group seminars.
- Delivered an Air Quality Action Day promoting no idling to raise awareness of car exhaust fumes outside the school gates. The schools involved were Seven Sisters Primary school (am) and Harris Academy (pm), where officers handed out leaflets and gave advice to parents/carers dropping and picking up their children.
- Delivered of an Air Quality business engagement project in Crouch End looking at ways that businesses can reduce emissions i.e. Alternative delivery transportation/methods, alternate staff commuting methods i.e. car sharing and energy audits for the larger businesses.

6.6.2 The feedback during these workshops were used to update the Council's air quality action plan. The draft plan will also be accessible for public consultation in early 2019.

## **6.7 How we are using the funding streams available through the London Mayor**

6.7.1 Haringey was successful in its bid for funding from the recent Mayor's Air Quality Fund [MAQF]. We received a total of £202,800 to deliver a range of projects over a three-year period. The following projects have been delivered to schools in or adjacent to hotspot areas:

- Tri-borough Partnership - Air Quality School Engagement project – In partnership with Hackney and Islington, an air quality awareness-raising project was delivered to 3 schools from each borough.

- An Air Quality Apprentice in the Smarter Travel Team collaborated with the school travel plan officer promoting awareness of air pollution, alternative modes of transport and associated health impacts to pupils in all Haringey schools, starting with those in or adjacent hotspot areas.
- Installation of green screens to the perimeters of school playgrounds to lessen the air pollution impact on pupils, improve the playground environment and increase awareness of air pollution.
- Science based classroom lessons about air pollution plus a trip to the Urban Cities Sustainable Future exhibition, The Crystal Building that features a range of issues including air pollution and the urban environment.

6.7.2 In February 2016 Haringey was successful in its 'No 2 NO<sub>2</sub>' programme bid to the MAQF to carry out a range of projects to raise awareness of air pollution across the borough including:

- Personal Travel Planning for parents of pupils at schools, and for residents, in NO<sub>2</sub> affected areas. Tools will be used to target schools demonstrating high car use;
- Setting up school walking zones for schools that have high car use and are near NO<sub>2</sub> affected areas. A walking zone aims to discourage cars in favour of travel by foot leading to a reduction in the number of cars at the school, reduced air pollution, improved road safety and health benefits;
- Continuation of the work undertaken by the air quality apprentice;
- Delivery of 3 Cycle Maintenance & training courses;
- The North London Cluster group shared Enforcement officer responsible for undertaking reactive and proactive visits to building sites across the four boroughs to undertake the duties imposed by the GLA's NRMM requirements.
- Seminars / Workshops held for a range of council service areas and councillors to increase knowledge of air pollution and engender a collective approach to tackling poor air quality, reducing emissions and raise awareness with council staff. The feedback from these workshops were used to assist in developing the council's updated action plan.

6.7.3 Mayor's Air Quality Fund (MAQF) Round 3 2019 – 2022, was launched in November 2018. Haringey is expected to provide match funding which will be one of the key assessment criteria for the applications.

6.7.4 The fund invites London Boroughs to apply for grants to undertake/participate in the following projects:

- a pan-London anti-idling project, to include on street enforcement against idling
- a pan-London project to inspect construction sites to ensure that they are only using approved and lower-pollution machinery. Construction

machinery is currently the third largest contributor to air pollution in the capital

- Low Emission Neighbourhoods (LENs) – They are funding up to 4 new LENs with up to £500,000 each. This builds on the 5 borough-led LENs and six business-led LENs we have already funded
- pedestrianisation, road closures and car-free schemes in partnership with local communities
- supporting the uptake of low-emission vehicles and supporting businesses to reduce emissions
- exceptional projects –exceptional ideas which fall outside of the above categories

6.7.5 A Working group of internal stakeholders was formed to scope possible projects for which we could apply for funding.

Timescales/Deadlines for final submissions is 11<sup>th</sup> January 2019 and the outcomes are expected in April 2019.

6.8 This year the Mayor also funded air quality audits at three schools in Haringey. The audits identified a combination of hard-hitting measures and quick-win solutions to:

- Reduce the sources of harmful emissions
- Reduce exposure to harmful emissions; and to
- Establish a robust process and toolkit of measures to be rolled out across London by boroughs and primary schools

6.8.1 The schools selected using Greater London Authority's set criteria were:

- Lordship Primary School
- Welbourne Primary
- Holy Trinity Church of England School

## **7 Contribution to Strategic Outcomes**

7.1 This work will implement Mayor of London's, London Local Air Quality Management system (LAQM); contribute to the Draft Clean Air Strategy 2018 and Haringey's Corporate Plan Priorities 1, 2 and 3. It will also help to shape Haringey's forthcoming new Borough Plan 2019 - 2023

## **8 Equalities**

8.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

8.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

8.3 Air pollution is associated with a number of adverse health impacts and it is recognised as a contributing factor in the onset of heart disease and cancer. There is a strong association between air pollution and equalities issues. It particularly affects the most vulnerable in society, including children and older people, and those with long-term health conditions. Moreover, areas with poor air quality are also often the less affluent areas, in which BAME communities constitute a relatively high proportion of the resident population

8.4 The Air Quality Action Plan will improve outcomes for individuals and groups who share protected characteristics including age, race and ethnicity, and disability. By taking action to mitigate the effects of air pollution, the Council is working to address a known inequality in terms of environmental quality.

8.5 A full EQIA is being considered in support of the new Draft AQAP.

## **9 Use of Appendices**

- Air Quality Action Plan 2010 – 2018
- Draft Air Quality Plan table of measures 2018 - 2023

## **10 Local Government (Access to Information) Act 1985**

N/A

# London Borough Of Haringey



## Air Quality Action Plan 2010 - 2018

February 2011

## Document Control

<b>Document details:</b> Haringey Council Air Quality Action Plan 2011 - 2018	
<b>Document name</b>	
<b>Document version number</b>	2.0
<b>Document status</b>	Live
<b>Author</b>	Alison Bell, Lead Officer - Pollution, Commercial Environmental Health, 0208 496 2254.
<b>Lead Officer</b>	Keith Betts, Service Manager, Commercial Environmental Health, 0208 489 5525.
<b>Approved by</b>	Cabinet 8/2/11
<b>Scheduled review date</b>	April 2018

### Version History

<b>Version</b>	<b>Change/Reasons for Change</b>	<b>Date</b>
<b>V1</b>	Initial draft	28/09/2010
<b>V2</b>	Final draft	14/01/2011
<b>V2.1</b>	Final	8/02/2011

### Approval history

<b>Version</b>	<b>Approving body</b>	<b>Date</b>
<b>V1</b>	<i>Internal Management Team</i>	9/2010
<b>V2</b>	<i>Internal Management Team</i>	21/01/2011
	<b>Defra</b>	06/01/2011
	<b>GLA</b>	17/01/2011

## Executive Summary

The borough of Haringey, like most other London boroughs and urban areas, experiences poor air quality, the main contributor being road traffic. Air pollution in Haringey is largely due to the vast number of vehicles that travel through the borough and the dense network of roads and buildings which not only emit pollution, but also prevent pollution from dispersing. In addition, local air quality is affected by pollution generated outside of the borough boundary and so achievement of the Government's air quality targets requires coordinated action from the Government, Mayor of London and from within the council.

In 2001 the whole borough was declared an Air Quality Management Area (AQMA), for the pollutants of nitrogen dioxide and respirable particles (PM10). Local authorities have a duty under the Environment Act 1995 to "prepare a written plan in pursuit of the achievement of the air quality standards and objectives in the designated Air Quality Management Area"; i.e. to detail the Council's proposals and actions to work towards the Government's air quality objectives in respect of the pollutants of concern. The Council produced and published its first Air Quality Action Plan (AQAP) in 2003. Some progress was made against key actions in the 2003 AQAP such as;

- Successful lobbying for a London wide Low Emission Zone (LEZ), the first phase of which came into operation in February 2008.
- Approval and publication of the Council's Transport Local Implementation Plan (LIP). This sets out the Council's commitment towards achieving the objectives of the Mayor's Transport Strategy and includes a range of measures to reduce vehicle pollution and encourage a modal shift away from cars.
- In 2008/2009 a total of 12 electric vehicle charging points were installed in 5 car-parks across the borough.
- All schools in Haringey have completed travel plans and there are 5 workplace travel plans in place across the borough in 2008/2009
- The Council has its own staff travel plan.
- There are 27 car clubs at 14 on-street location in 2008/2009
- Inclusion of policies in the Unitary Development Plan (UDP) to support air quality.
- Improvements to our network of air pollution monitoring stations.

A decision was made to update the AQAP partly as a result of the proposed publication of several significant strategic documents in relation to air quality; such as the Mayor's latest Air Quality Strategy 'Clearing London's Air'. In addition we have recently undertaken local air quality modelling in partnership with neighbouring boroughs; providing further baseline information for this updated action plan.

The main objectives of the revised AQAP are to:

- Demonstrate the Council's commitment to improving air quality and lead by example

- Provide an overview of local key policies with respect to air quality thus inform about air pollution
- Improve air quality whilst maintaining value for money and to explore wider economic opportunities.
- Involve all relevant council departments and external agencies where appropriate, to ensure a balanced and integrated approach Haringey
- To improve the quality of life and health of the residents and workforce in Haringey.
- To fulfil statutory obligations for local air quality management and assist the UK Government and Mayor of London in meeting air quality Limit Values

This AQAP outlines how Haringey intends to fulfil obligations for air quality management and how we will monitor the effectiveness of the measures introduced. It also outlines the main sources of pollution in the borough. The measures proposed in this plan centre around firstly, transport measures, such as the Council's fleet emissions, car clubs, electric vehicles, travel plans and cycling. Secondly, non transport measures such as new and car free developments, biomass and industrial emissions and lastly awareness raising measures, such as providing pollution information through monitoring, awareness in schools and promoting reduced car use. Where applicable, each highlighted measure has a monitoring indicator. It is these indicators that will be reported on each year. The Council has limited powers to improve air quality, so much of the measures within this AQAP are already required of the council. The measures within this plan complement other corporate policies such as transportation, planning and the overarching Councils Core strategy.

# Contents

## 1 Introduction

- 1.1 National and regional Air Quality Regulations
- 1.2 Air Quality Objectives
- 1.3 London and the GLA Air Quality Strategy
- 1.4 Air Quality in Haringey
- 1.5 Haringey's Air Quality Modelling.

## 2 Haringey's Supporting Plans and Strategies

- 2.1 Sustainable Community Strategy
- 2.2 The Council Plan
- 2.3 Green Borough Strategy
- 2.3 Core Strategy
- 2.4 Haringey Transport Strategy (Local Implementation Plan (LIP))
- 2.5 Tree Strategy
- 2.6 Haringey Biking Borough Strategy
- 2.7 Sustainable Modes of Travel to School Strategy

## 3 Haringey's Air Quality Objectives and Measures

### 3.1 Objectives and Measures

### 3.2 Transport Measures

Measure 1 - To Lead by example and reduce Emissions from the Council Fleet

Measure 2 – Electric Vehicle Charging Points

Measure 3 – Car Clubs

Measure 4 – Travel Plans

Measure 5 – 20 mph Zones/DIY Streets

Measure 6 – Non-Idling Zones

Measure 7 – Green Travel Promotion/Smarter Travel

Measure 8 – Cycle Routes and Cycle Parking

Measure 9 - North London Transport Forum

### 3.3 Non-Transport Measures

Measure 10 - Determining the Impact of new developments on local air quality

Measure 11 – Car Free Developments

Measure 12 – Control of dust during demolition and construction phases.

Measure 13 – Biomass Boilers

**Measure 14 – Tree Planting**

**Measure 15 – Controlling emissions through Climate Change actions.**

**Measure 16 – Industrial Process Emissions.**

**Measure 17 – Smoke and Emissions from Bonfires.**

**3.4 Air Quality Awareness Raising Measures:**

**Measure 18 – Air pollution and Health Measures  
Airtext and Walkit**

**Measure 19 - Air Pollution Information**

- **Air quality Monitoring**
- **Dissemination of Information**
- **School Awareness Project**

## **Appendices**

**I. Haringey's Air Pollution Monitoring Sites**

**II. Transport Corridor Priority Areas**

**III. Transport Neighbourhood Priority Areas**

**IV. TfL Roads in Haringey.**

**V. Table of percentage reductions in pollutant concentrations at monitoring sites that consistently exceed the Government's annual objective for NO<sub>2</sub>.**

## **References.**

# 1 Introduction

Poor air quality harms human health and can increase the incidence of cardiovascular and lung disease. London has some of the worst air quality in the country, which is primarily due to the density of developments and its geographical location. All local authorities are required to assess air quality and identify areas where it is unlikely to meet objectives set by the Government. The objectives have been set at levels at which minimal effects on human health are likely to occur. Air quality in Haringey does not meet the objectives for annual average nitrogen dioxide and daily average fine particles (PM10). As a consequence, the whole borough has been declared an Air Quality Management Area for these two pollutants.

This document outlines measures that the council aspires to take, and in some instances is already taking, to improve air quality in the borough. Some measures are already underway such as reducing emissions from the council fleet and buildings, controlling emissions from construction sites and new developments and installing electric vehicle charging points. This AQAP focuses on measures that work towards reducing levels of nitrogen dioxide and fine particles (PM10 and PM2.5). The key priority measures that are proposed in this plan include:

- Reducing emissions from the council fleet;
- Increasing number of electric vehicle charging points;
- Increasing number of car club memberships;
- Travel plans (Council & Schools);
- Implementation of reduced speed zones; and
- Improved cycling infrastructure.

Dealing with poor air quality requires coordinated action from a wide range of organizations, both internally and externally to the council. Measures detailed in this plan reflect action being taken by the Mayor of London and the Government, as well as locally. Following publication of this AQAP, an annual report will be produced detailing progress with actions, the latest monitoring data and any other relevant information.

## 1.1 National and Regional Air Quality Regulations

### Local Air Quality Management (LAQM)

#### National

Existing and future pollutant levels in the UK are assessed in relation to the national air quality objectives, established by the Government. The air quality objectives incorporated into UK legislation are derived from the Limit Values prescribed in the EU Directives and transposed in national legislation by each member state. The Air Quality Standards (England) Regulations 2007 details the objectives for the ten pollutants of concern.

The Environment Act 1995 requires the Government to produce a National Air Quality Strategy. In July 2007, the Government published the revised National Air Quality Strategy for England, Scotland, Wales and Northern Ireland, setting out national policies measures for the management of ambient air quality to protect human health. The Government's aim for air quality policy in the UK is to ensure that all polluting emissions and ambient air quality generally throughout the country do not cause harm to human health, vegetation and the environment. The purpose of the national strategy is to map out, as far as possible, the future of ambient air quality policy in the UK to 2005 and beyond; looking towards the EU air quality limit values to be achieved by 2010 and beyond.

The strategy sets out health based standards for eight main pollutants with the air quality objectives for seven of these pollutants that must be achieved by various dates to 2010, depending on the pollutant. The strategy identifies the action that needs to be taken at international, national and local level and provides the framework that allows relevant groups, such as industry, business, and local government to identify the contributions they can make to ensure that the air quality objectives are achieved. The strategy also contains a new standard for very fine particles (PM<sub>2.5</sub>); which are particles measuring less than 2.5 micrometers' in diameter. There is no 'safe limit' for these very fine particles as it is considered that exposure presents a significant risk to health as they may be inhaled very deeply into the lungs.

Part 1V of the Environment Act 1995 places a duty on local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedences are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan setting out the measures it intends to put in place in pursuit of the objectives.

#### 1.2 Air Quality Objectives

The air quality objectives applicable to LAQM **in England** are set out in the Air Quality (England) Regulations and are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre  $\mu\text{g}/\text{m}^3$  (milligrammes per cubic metre,  $\text{mg}/\text{m}^3$  for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

**Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England.**

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
<b>Benzene</b>	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2010
<b>1,3-Butadiene</b>	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
<b>Carbon monoxide</b>	10.0 $\text{mg}/\text{m}^3$	Running 8-hour mean	31.12.2003
<b>Lead</b>	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
<b>Nitrogen dioxide</b>	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
<b>Particles (PM<sub>10</sub>) (gravimetric)</b>	50 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
<b>Sulphur dioxide</b>	350 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

Note 1: There are new obligations for Particles (PM<sub>2.5</sub>) which are not required to be included in the local authority LAQM duties.

Note 2: The Limit Values remain in force for every year after the target date.

### 1.3 London and the GLA Air Quality Strategy

The Mayor of London is required under the Greater London Authority Act 1999 to produce eight strategies, including an Air Quality Strategy for London. The Mayor's 'Cleaning London's Air' Air Quality Strategy; published in 2002; contains policies and proposals intended to improve London's air quality towards the objectives in the Government's National Air Quality Strategy. The strategy explained London's current air quality, sources and predictions of future levels of pollution. It set a strategic

framework for dealing with Air Quality problems for London. A change of Mayor of London has produced a revised London air quality strategy; 'Clearing the Air' which details Transport and non-Transport measures for tackling air pollution in London. Through this strategy and others such as London Plan, the Transport Strategy and the Energy Strategy there are interrelated ideas / considerations for the London boroughs to take forward to work towards an improvement in local air quality.

All London boroughs are required to have regard to the Mayor's Air Quality Strategy when undertaking their LAQM duties and to ensure their Local Development Plans and their Local Implementation Plans (LIPs) are in general conformity with the Mayor's London Plan and the Mayors Transport Plan; which are the strategic plans setting out the planning framework for future spatial development and transport in London. The Mayor also produces the London Atmospheric Emissions Inventory for use by boroughs in discharging their Local Air Quality Management duties.

### **Impact on health**

The House of Commons Environmental Audit Committee heard evidence during its investigation into air quality in 2010 <sup>(1)</sup> that at least 3,500 people in London die prematurely each year due to poor air quality, and this figure could be as high as 8,000. The Committee also heard evidence that particularly vulnerable individuals could have their lives cut short by up to 9 years. This impact on mortality is generally attributed to fine particles.

An independent investigation, commissioned by the Greater London Authority, into the mortality impacts of particulate air pollution, suggests that in 2008, when the air quality was relatively good, the figure was likely to be 4,267<sup>(2)</sup>. A study involving school children in East London has revealed that the lung capacity of 8 and 9 year olds is 5% lower than the national average, with 7% of the children having a lung function at a level internationally regarded as hazardous<sup>(3)</sup>.

(1) **House of Commons Environmental Audit Committee**, Air Quality Fifth Report of Session 2009 – 10. Volume 1

[www.publications.parliament.uk/pa/cm/cmenvaud.htm](http://www.publications.parliament.uk/pa/cm/cmenvaud.htm)

(2) **Dr Brian G Miller Institute of Occupational Medicine**. Report on estimation of mortality impacts of particulate air pollution. Consulting report P951-001. June 2010

[www.london.gov.uk/publication/mayors-draft-air-quality-strategy](http://www.london.gov.uk/publication/mayors-draft-air-quality-strategy)

(3) [www.news.bbc.co.uk/1/hi/world/africa/8092182.stm](http://www.news.bbc.co.uk/1/hi/world/africa/8092182.stm)

## 1.4 Air Quality in Haringey

Since 1991 the council has been monitoring air quality in accordance with the requirements set out in Part IV of the Environment Act 1995. The current locations of the monitoring sites across Haringey are seen at Appendix 1.

During the first stage of the Review and Assessment of air quality in the Council's area, it was determined that all of the health based pollutants would be achieved by their objective date, except for the pollutants for nitrogen dioxide (NO<sub>2</sub>) and respirable particulate matter (PM<sub>10</sub>). Exceedences of the air quality objectives for these two pollutants were predicted along main roads in the borough. As required by the LAQM process where exceedences were considered likely an Air Quality Management Area must be declared. In 2001 the decision was taken to declare the whole of the borough of Haringey an Air Quality Management Area for the pollutants of NO<sub>2</sub> and PM<sub>10</sub>.

Haringey's Air Quality Action Plan was published in 2003. The plan is aimed at reducing NO<sub>2</sub> and PM<sub>10</sub> emissions, primarily through measures to reduce traffic flow and vehicle emissions and to promote, improve and encourage the use of more sustainable forms of transport. Other actions focus on measures to raise public awareness of air pollution, greener travel and local policy measures. Of all the 38 measures identified in the Action Plan that work towards meeting the Government's objectives for NO<sub>2</sub> and PM<sub>10</sub>, the introduction of a London wide Low Emission Zone (LEZ) is the most effective, although a further reduction in traffic levels is required.

Since then, Haringey council has been reporting each year on air quality in the boroughs' area, as required by the LAQM process. Data analysis continues to demonstrate that the London Borough of Haringey was correct in its decision to declare an Air Quality Management Area for the pollutants of PM<sub>10</sub> and NO<sub>2</sub>. The latest Air Quality reports are available on the council website:

[http://www.haringey.gov.uk/index/business/licensing\\_regulations/environment\\_and\\_waste/pollutioncontrol/pollutioncontrol\\_air.htm](http://www.haringey.gov.uk/index/business/licensing_regulations/environment_and_waste/pollutioncontrol/pollutioncontrol_air.htm)

Tackling poor air quality remains a challenging task given that Haringey, like other London boroughs continues to breach the air quality objectives for NO<sub>2</sub> and PM<sub>10</sub>. The dominant source of NO<sub>2</sub> and PM<sub>10</sub> emissions in Haringey is road transport with a variety of other sources contributing emissions. According to the latest London Atmospheric Emissions Inventory (LAEI) 2008, compiled by the GLA, contributions of NO<sub>x</sub> emissions in Haringey comprise of 50% from road transport and 43% from gas.

Understanding the sources of PM<sub>10</sub> and NO<sub>2</sub> emissions plays an important role in determining what measures should be introduced to improve air quality. At a local level, Haringey's primary role is to implement measures to minimise NO<sub>2</sub> and PM<sub>10</sub> emissions in the borough.

### Particulate Matter

Particles vary in size, with those measuring 10 micrometers (µm) or less referred to as PM<sub>10</sub>. PM<sub>10</sub> concentrations comprise particles from a variety of sources at a given location. Primary particles arise directly from natural and man-made sources. Natural sources include pollen, sea salt and sand particles. Man-made sources are predominantly from combustion sources such as motor vehicles, gas and wood fired boilers and bonfires. These particles are released in the fine size fraction – PM<sub>2.5</sub> (<2.5µm). Coarse sized particles (2.5-10 µm) arise from industrial processes, such

as cement batching plants and construction and demolition work. These particles tend to have an impact close to the emission source. The wearing of vehicle tyres and brakes, plus the re-suspension of deposited particles on road surfaces have been the focus of increased attention as important sources of fine and coarse particle emissions in urban areas.

Secondary particles are produced from the chemical reactions in the atmosphere involving gases such as nitrogen oxides and volatile organic compounds. These exist as PM<sub>2.5</sub> and have a regional rather than local influence, dispersing over a wide area. Consequently, a large proportion of the particulate matter emissions in the UK are from Europe and as far as Africa.

The London Atmospheric Emissions Inventory (LAEI) 2008 estimates the main contributing sources of PM<sub>10</sub> emissions in Haringey to be from road transport, being the largest source of particulate matter emissions (57%), followed by Agricultural / Nature emissions (17.5%). Road transport can be further divided into vehicle PM<sub>10</sub> emission sources, with heavy goods vehicles and Light Goods Vehicles contributing the greatest emissions.

### **Nitrogen Dioxide**

Nitrogen released from combustion sources such as vehicle engines and gas boilers, it combines with oxygen to form nitric oxide (NO). This further combines with oxygen to form nitrogen dioxide (NO<sub>2</sub>). Whilst nitric oxide is considered not be harmful to health at ambient concentrations, nitrogen dioxide is. Nitrogen dioxide and nitric oxide are referred to together as oxides of nitrogen (NO<sub>x</sub>). During hot and sunny weather, NO<sub>x</sub> and volatile organic compound (VOCs) emissions react in the atmosphere to form ground level ozone. Ozone is one of the main constituents of photochemical smog, with higher concentrations in summer when sunlight and temperatures are higher.

The 2008 LAEI estimates that the main direct sources of NO<sub>x</sub> emissions in Haringey were road transport (50%) and gas boilers (43%) with rail contributing 6%. The vehicle types responsible for the largest contribution of NO<sub>x</sub> emissions from road transport are cars and heavy goods vehicles.

Table V in the appendices illustrates the percentage reduction in concentrations at each of the monitoring sites where the measurements of NO<sub>2</sub> exceed the annual average of 40 µg/m<sup>3</sup>.

## **1.5 Haringey's Air Quality Modelling.**

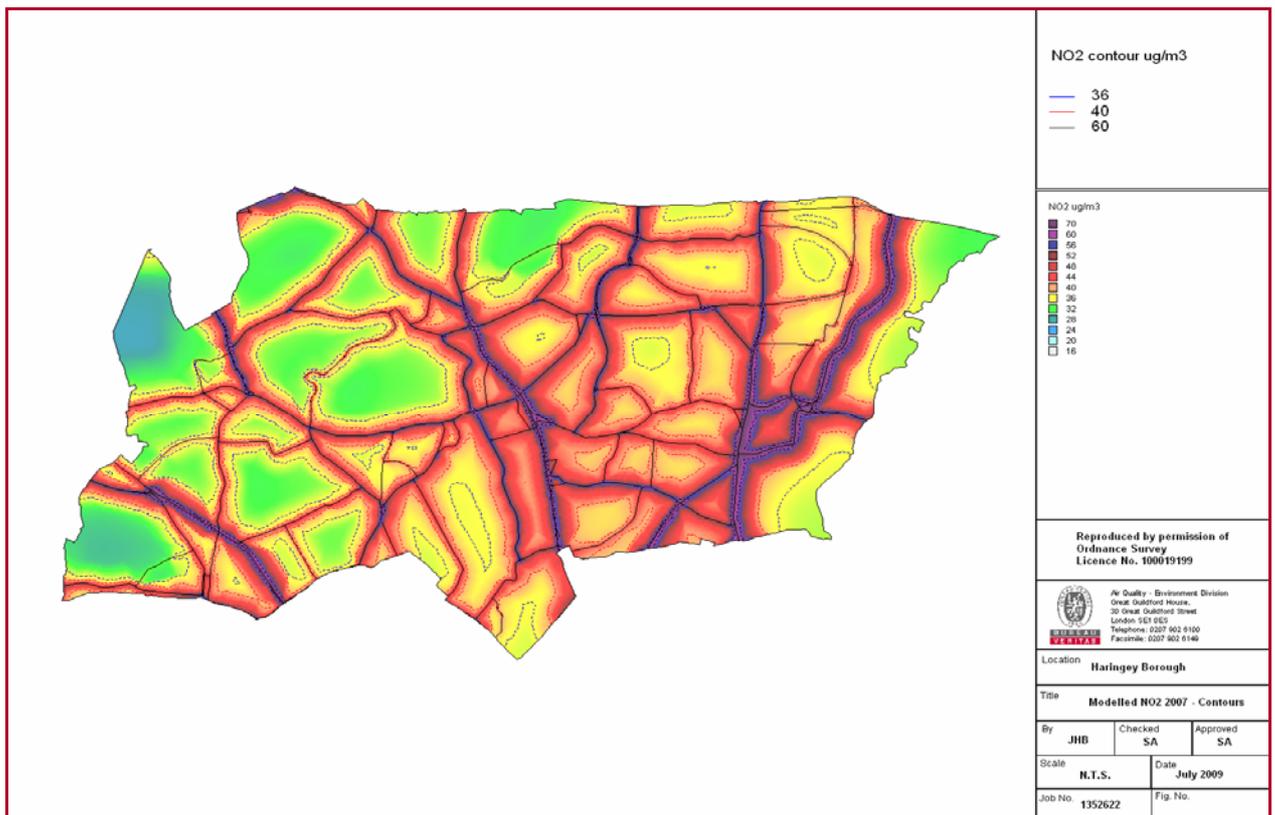
In August 2009, in joint partnership with seven boroughs in the North London Air Quality cluster group, an update of air quality dispersion modelling was commissioned for road traffic emissions for the pollutants of PM<sub>10</sub> and NO<sub>2</sub> for each borough. For Haringey, this included a borough wide air quality assessment to update the previous modelling carried out in 2001, a detailed scenario air quality assessment for one specific location and identification of 'hotspot' areas; that are predicted to exceed the air quality objectives. Tottenham Hale gyratory was chosen for the scenario assessment and there 14 hotspot areas are predicted to exceed 60µg/m<sup>3</sup> annual mean NO<sub>2</sub> and therefore presents a potential risk for the hourly NO<sub>2</sub> objective. The full report is available on the council website at the link above.

Updated emissions inventories, refinement in modelling technology, advances in vehicle technology and changes in traffic types flows due to recent changes in London, such as the low Emissions Zone and Congestion Charge and new data, all influenced the need for a more up to date picture of air quality in the borough.

Figures 1 and 2 show modelled annual mean concentrations of nitrogen dioxide and particulate matter across the borough. The maps clearly follow the boroughs busiest and main roads. The annual mean air quality standard for nitrogen dioxide ( $40\mu\text{g}/\text{m}^3$ ) is shown to be exceeded at roadside building facades, with the highest concentrations predicted at certain junctions. The daily mean particulate matter air quality standard ( $50\mu\text{g}/\text{m}^3$ ) is breached at slightly fewer receptor locations. This modeling exercise reveals that improving air quality will continue to be challenging, especially at the most heavily trafficked parts of the borough.

Figure 3 shows the identified 'hotspots' that are predicted to exceed the  $60\mu\text{g}/\text{m}^3$  annual mean  $\text{NO}_2$  and so a risk of exceeding the hourly  $\text{NO}_2$  objective. Recommendations for additional monitoring in these areas is made to determine whether there is exceedence of the hourly  $\text{NO}_2$  objective, which may require further declaration of AQMA areas for the hourly  $\text{NO}_2$  objective.

Figure 1 - Modelled  $\text{NO}_2$  Annual Mean 2007 for Haringey



As can be clearly seen,  $\text{NO}_2$  exceedences of the objective are adjacent main roads. Again, this is consistent London wide.

Figure 2 - Modelled PM<sub>10</sub> Annual Mean 2007 for Haringey

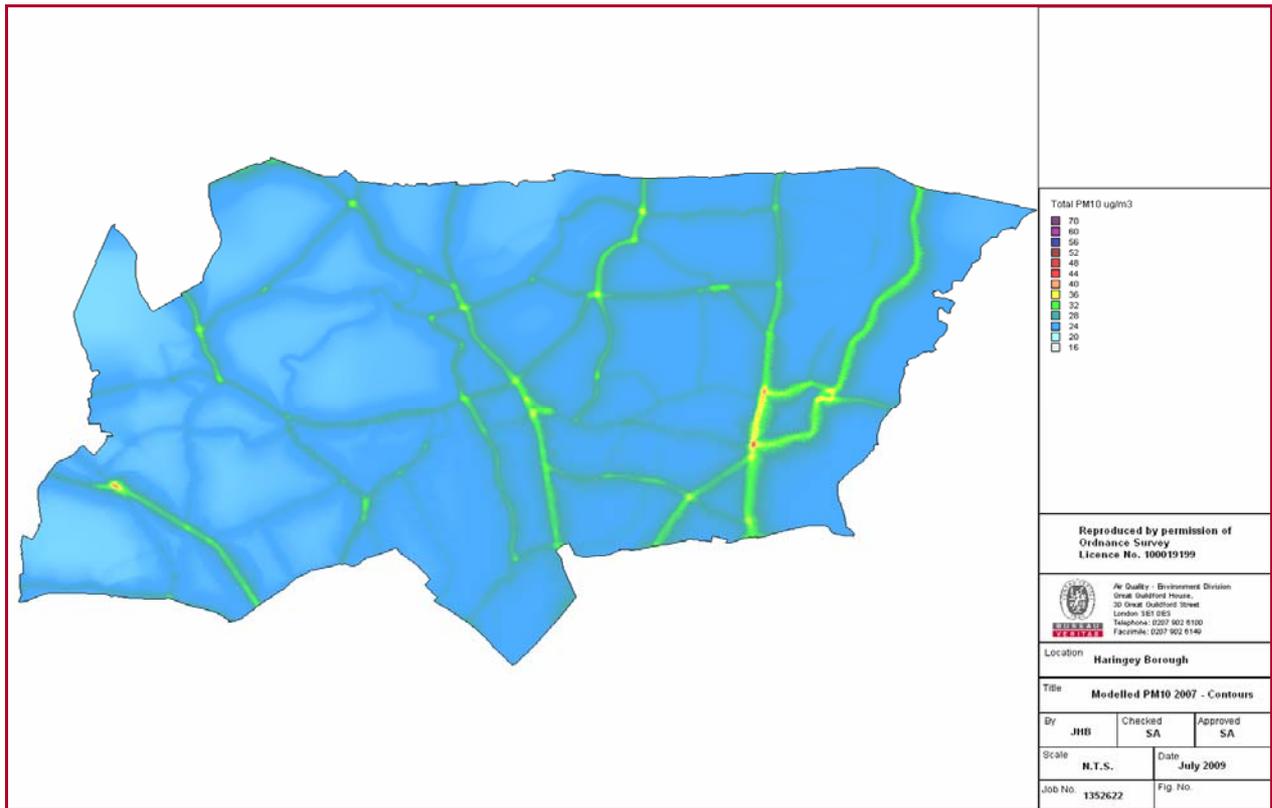
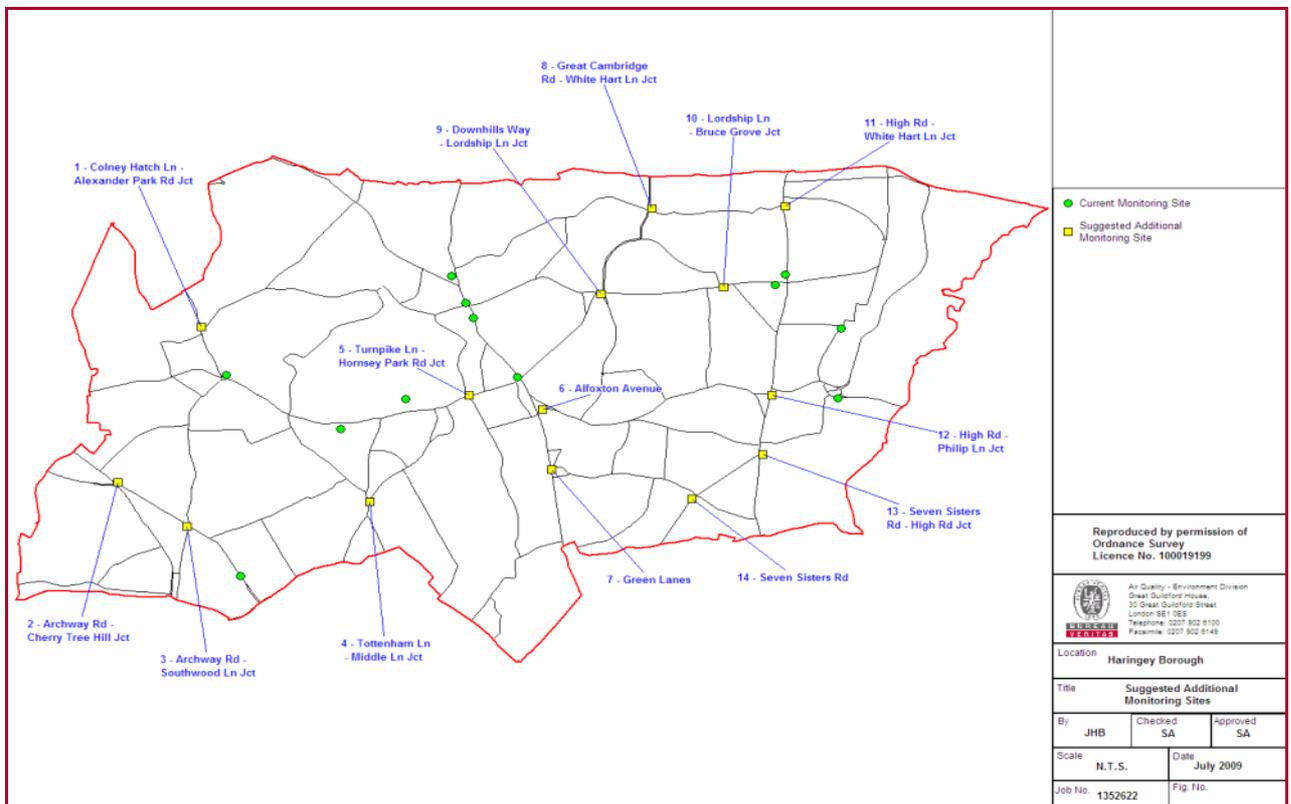


Figure 3 - Identified 'Hotspots' Where Additional Monitoring Recommendations Have Been Made



As a result of this updated borough wide air quality assessment, the council has taken the decision to update the 2003 AQAP. It is considered that the AQAP has now reached the end of its lifespan with many of the actions having been completed, although some actions are constant, as a result of statutory obligation.



## **2 Haringey's supporting Plans and Strategies**

### **2.1 The Sustainable Community Strategy**

The Sustainable Community Strategy, 'A Sustainable Way Forward', is the council's overarching plan for Haringey. It provides a ten year vision from 2007 to 2016 for Haringey and was adopted by the council following extensive consultation. The main aim of the strategy is to improve the quality of life for everyone and it sets out the council's ambitions for the borough and how the council wants Haringey to be like in 2016. The Community Strategy also addresses issues that are key challenges and opportunities for Haringey.

The vision for the borough to 2016 is:

"A place for diverse communities that people are proud to belong to"

The six sustainable community priorities are:

- People at the heart of change
- have an environmentally sustainable future
- have economic vitality and prosperity shared by all
- be safer for all
- have healthier people with a better quality of life, and
- be people and customer focused

Predominantly focussed towards climate change and carbon emissions, the environmentally sustainable future vision gives a nod towards air pollution; ... "Poor air quality, road congestion and homes and buildings that are poorly built and costly to heat, diminish both our quality of life and our well-being."

Progress of the six sustainable community priorities above are reported annually. Further detail is available at the following link:

[http://www.haringey.gov.uk//index/council/hsp/partnership\\_strategies\\_and\\_plans/sustainable-community-strategy.htm](http://www.haringey.gov.uk//index/council/hsp/partnership_strategies_and_plans/sustainable-community-strategy.htm)

### **2.2 The Council Plan**

The Council Plan sets out the Council's vision and priorities. It is updated annually to reflect any changes in Council priorities and identify what key activities are being undertaken to address changing local and national circumstances.

The Council's vision is to be "A Council we are all proud of"

The Council's priorities are:

- A Greener Haringey - becoming one of London's greenest boroughs
- A Better Haringey - cleaner, greener and safer places

## London Borough of Haringey

- A Thriving Haringey - encouraging lifetime well-being at home, work, play and learning
- A Caring Haringey - promoting independent living while supporting adults and children when needed.
- Delivering Change and Improving Quality – customer focused, cost effective achieving high levels of satisfaction

The Council Plan shows the council's performance against the best value performance indicators, comprehensive performance assessment and other local indicators. It shows what we shall do to achieve our priorities in the coming year and informs the council's business planning process, at all levels of the organisation, through to individual staff. The plan is updated annually.

Detailed information can be found in the Council Plan at the following link:

[http://harinet.haringey.gov.uk/index/council/performance\\_and\\_finance/councilplan.htm](http://harinet.haringey.gov.uk/index/council/performance_and_finance/councilplan.htm)

### **2.3 Greenest Borough Strategy**

The Greenest Borough Strategy was adopted by the council in 2008 and sets out how the Council will take forward actions to tackle climate change and embed environmental sustainability into all the council does.

Haringey Council is committed to creating a greener, more sustainable environment for its residents and visitors to the Borough and recently produced 'The Greenest Borough Strategy 2008 – 2018' to support this commitment. This sets out an overarching strategy for improving quality of life, wellbeing and to create a cleaner, greener and safer Haringey. It provides a framework for a coordinated approach to tackling environmental issues in Haringey.

In December 2006 Haringey council signed the Nottingham Declaration, thereby committing to a plan of action to significantly reduce greenhouse gas emissions and to work towards the Government target of 60% carbon dioxide emissions by 2050. Although primarily focussed on climate change and aspires to a committed 40% carbon emissions reduction across the borough, within the document, Priority 3, 'Managing Environmental Resources Efficiently' makes reference to improving local air quality and reducing the borough's indirect greenhouse gas emissions as one of the six objectives. Priority 6, 'Promoting Sustainable Travel' lists the two objectives to 'Reduce Car and Lorry Travel' and, 'Improve Public and Community Transport'.

This Air Quality Action Plan details the Council's approach to the management of local air quality, it will complement and link with other relevant strategies.

### **2.4 Core Strategy**

Replacing the Council's Unitary Development Plan (UDP), Haringey's Core Strategy is the new plan for the future developments of the borough up to 2026. The plan sets out how the Council will deliver a better choice of high quality design, affordable housing, better community facilities, more schools and training opportunities, improved public transport and more attractive and safer streets and parks.

The Core Strategy forms part of the Local Development Framework, a folder of documents to guide planning and development in the borough for the next 15 years. Haringey's Core Strategy is the key Development Plan Document. Together with the London Plan and Haringey's emerging Development Management Policies, these three documents make up the statutory 'development plan' for Haringey.

The Council has developed a series of strategic priorities detailed in the Sustainable Community Strategy document. These priorities set the basis for the Core Strategy and its objectives. These objectives are developed further in the Core Strategy Strategic policies. A total of twenty five core strategy objectives have been identified against the 5 strategic priorities from the overarching Sustainable Community Strategy. Of the 25 objectives, one is directly associated with the management of air quality in the borough. Set under the Sustainable Community Strategic priority of 'An Environmentally Sustainable Future' is the core strategy objective *"to manage air quality within the borough by travel planning, promotion of walking, cycling and public transport. To promote the use of more sustainable modes of transport."* The detail is contained in the Core Strategy Policy 7. This policy focuses on promoting sustainable travel and making sure all development is properly integrated with all forms of transport. Haringey will support development that improves the integration of land use and transport. Further detail on the Council's approach to environmental protection is set out in the Development Management Document (DPD) and the Sustainable Design and Construction (SPD).

All Core Strategy policies are interrelated and should not be viewed in isolation. Core Strategy policies do not repeat national or London Plan policies, but do refer to specific national and regional targets. The Core Strategy should be read alongside the London Plan.

There are some key regeneration projects within the borough including Tottenham and Haringey Heartlands, Tottenham High Road regeneration corridor, the Upper Lea Valley and Wood Green and the measures detailed below will form part of the planning proposals and decision making process where practicable.

## **2.5 Haringey's Transport Strategy (LIP)**

The Mayor of London has published his revised Transport Strategy covering the period 2011 to 2031. At the same time there is a revised London Plan and the Economic Development Strategy; together the three strategies determine London's economic and social development over the next 20 years.

At the local level, implementation of the Mayor's Transport Strategy (MTS) is delivered in Haringey by the Local Implementation Plan (LIP). Haringey has identified the borough transport objectives and developed its LIP based on the goals and challenges within the MTS and the sub regional transport plan for North London. Haringey has identified 11 transport objectives; objective No. 6 is specific to air quality;

*"Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport."*

The overall traffic and transport investment programme (Local Implementation Plan) in the borough is designed to improve road safety and encourage shifts to more sustainable modes of transport; something that evidence suggests is being achieved. The numbers of new pedestrian crossing facilities, cycle and bus facilities are an indication of this purpose. Traffic volumes in Haringey have fluctuated over the last decade, with a sustained increase recorded between 2004 and 2007, followed by a reduction during 2008 which equates to a 2% overall reduction in traffic volumes since 2001.

TfL allocates LIP funding to boroughs for transport projects through 4 main categories, Corridors/Neighbourhoods, Smarter Travel, Major Schemes and Maintenance. The corridors programme consists of developing holistic schemes that address issues relating to the smoothing of traffic flow, bus reliability, local safety, cycling, walking and the public realm. Identification of corridors are based on the A road network in the borough excluding TLRN routes as these roads are likely to present the greatest problems in terms of congestion and traffic flow. Other roads such as B roads are addressed through Neighbourhood funding. The neighbourhoods programme consists of schemes which deliver local area improvements including CPZs, 20mph zones, accessibility and the reduction of street clutter, environmental schemes including air quality improvements, the expansion of the car club network and increasing the number of electric charging points. Haringey's LIP includes measures such as Cycle Highway Schemes, Cycle Parking, Electric Charging Points, Better Streets and Cleaner local authority fleets which will help to deliver the Mayor's goals and objectives at the local level.

Haringey Council has identified the following as priority for the Corridors and Neighbourhoods programme:

- Wood Green High Road, Green Lanes corridor and the adjoining residential neighbourhoods of Hornsey Park and St. Ann's.
- Tottenham Hale and Tottenham Green neighbourhoods as part of the Tottenham Hale Gyratory complementary measures
- Seven Sisters and North Tottenham neighbourhood and corridors.
- Local safety scheme programme
- DIY streets/20mph zones
- Biking Borough strategy delivery
- Local cycle routes
- Cycle training
- Electric charging points
- Car club scheme development
- Workplace Travel Plans

Highway congestion hotspots in Haringey have been identified and include town centres, particularly Wood Green High Road through to Green Lanes and Seven Sisters through Tottenham High Road to Edmonton. Other congested hotspots include Seven Sisters Road, the Tottenham Hale Gyratory, the A10 (Great Cambridge Road), the A406 North Circular Road, and key routes to access

both the A10 and the A406. Not all of these priority areas correspond to the air pollution hotspots. Of the 14 air quality hotspots identified in the modelling, 7 are located on the TfL routes, over which Haringey has no control.

Further detail is contained within Haringey's LIP 2011 – 2014.

## **2.6 Tree Strategy**

Trees play an essential role in towns and cities providing a wide range of environmental, economic and social benefits that contribute to people's health and well being. Trees can make the urban environment a healthier, attractive and more comfortable place to live and work. Some benefits are measurable – such as improvements in air quality, many are not, but they can have a positive impact on the lives of those living and working in the urban environment.

The Council Tree strategy provides a framework for the management and maintenance of council owned trees and enhancement of its stock. Application of the policies within the Tree Strategy will ensure trees within Haringey are managed in a pro-active and systematic manner, leading to improvements in tree health and a more sustainable tree population. The Tree Strategy outlines the council's commitment to increasing the total number of trees under its ownership. New trees will be planted in streets, parks and housing sites.

## **2.7 Haringey Biking Borough Strategy / Action Plan**

Studies in London have revealed that, over short distances the pedal cycle is capable of being the fastest, most inexpensive, reliable and beneficial form of wheeled transport. It is particularly suitable for local trips, a third of which are under a mile long, and 85% of which are less than five miles in length. Cycling, together with other measures such as travel plans, traffic restraint and initiatives to encourage more walking is crucial to reducing congestion, improving the environment and promoting social inclusion and better health.

Haringey has a network of cycle routes across the borough including cycle lanes on main roads, separated cycle lanes and special fully signed, quiet routes. Haringey's cycle strategy objectives aim to maximise the role of cycling in Haringey within an overall framework of road danger and traffic reduction, and sustainable development.

## **2.8 Sustainable Modes of Travel to School Strategy**

The Education and Inspections Act 2006 placed a duty on all local authorities to produce a 'Sustainable Modes of Travel Strategy'. The strategy contains plans to help make walking, cycling and public transport a realistic and attractive option for journeys to and from schools in the borough.

The strategy aims to:

- Reduce the number of people travelling to school and college by car and increase the numbers walking and cycling

**London Borough of Haringey**

- Improve the information that parents and pupils have about the different ways they can travel to school
- Improve the safety of routes to and from schools
- Improve the health and wellbeing of children
- Improve accessibility to, from and between schools

Under this overarching strategy, every school in Haringey now has a School Travel Plan in place.

## **3 Haringey's Action Plan Objectives and Measures**

### **3.1 Objectives and Measures:**

This revised action plan identifies the most up to date initiatives already being implemented or to be implemented by Haringey to reduce NO<sub>2</sub> and PM10 emissions from the affecting main emission sources – road transport, new developments and small industrial processes.

An integrated approach to improving local air quality at priority locations has been adopted in the new Air Quality Action Plan. This will help to ensure that policies and initiatives related to air quality, transport and planning are balanced and coordinated across the Council. In the long term, tackling air quality issues together achieves greater cost savings and health benefits.

The main objectives of the Action Plan are to:

- Demonstrate the Council's commitment to improving air quality and lead by example
- Provide an overview of local key policies with respect to air quality
- Improve air quality whilst maintaining value for money and to explore wider economic opportunities.
- Involve all relevant council departments and external agencies where appropriate, to ensure a balanced and integrated approach Haringey
- To improve the quality of life and health of the residents and workforce in Haringey.
- To fulfil statutory obligations for local air quality management and assist the UK Government and Mayor of London in meeting air quality Limit Values

The Plan comprises of three main sections of Transport Measures, Non-Transport Measures and Awareness Raising. Under each of these three sections are measures of specific relevance and interest to Haringey for implementation where practicable, at the identified priority areas and so are likely to affect a decrease in emissions of the pollutants of concern, NO<sub>2</sub> and PM10.

The council will demonstrate how ongoing progress is being made with delivering the measures proposed in this action plan by using performance indicators. Quantification of air quality reductions in NO<sub>2</sub> and PM10 emissions will be made where possible.

### **3.2 Transport Measures:**

The dominant source of emissions of NO<sub>2</sub> and PM10 in Haringey arises from road transport which the Council has little control over. Across London, monitoring evidence shows background levels of NO<sub>2</sub> to be increasing. This is consistent with the increase from petrol to diesel fuelled cars as the dominant source of NO<sub>2</sub> in urban areas is attributed to diesel fuelled vehicles; such as London buses which fall under the responsibility of the Mayor of London and road transport emissions from major

**London Borough of Haringey**

roads outside of borough. In order to help lower PM10 and NO<sub>2</sub> concentrations across London, the Mayor introduced the Low Emission Zone in February 2008.

Londonwide it has been estimated that by 2031 there will be an additional 1.3 million people making an extra 3 million journeys made each day. In Haringey alone it has been calculated that this equates to a 16% increase in journeys made each day. The continuing need for new housing in Haringey due to the increasing population, changes in social structure (e.g. households are getting smaller and the population is ageing) and the increasing need for affordable housing will result in additional travel demand and contribute to already congested sections of the borough transport network.

Reducing NO<sub>2</sub> and PM10 emissions from road transport is one of the most important routes to improving air quality in Haringey. Lowering the number of vehicles on our roads, easing congestion, encouraging residents and businesses to use less polluting forms of transport, and improving driver behaviour are key methods to reaching this goal. The Council is addressing some of these issues through a wide variety of measures.

The following Transport measures are measures identified through the Mayors Transport strategy; endorsed and funded by TfL, the Mayors air quality strategy and the London Plan. The measures identified below can be implemented where practicable at the priority hotspots, areas and corridors identified above.

***Measure 1 – To Lead by example and reduce Emissions from the Council Fleet***

Improvements in vehicle exhaust emissions are necessary to lower PM10 and NO<sub>2</sub> emissions from road vehicles. Benefits will also be gained in terms of lower carbon dioxide emissions. Low emission vehicles are those which emit the lowest amounts of NO<sub>2</sub>, PM10 and CO<sub>2</sub> and are sometimes referred to as 'Green Vehicles'. This can be achieved using a number of different methods including lowering vehicle size, improving engine design and fuel efficiency, driving vehicles which meet the latest European Emission Standards and fitting pollution control equipment such as diesel particle traps. Low emission vehicles also include those which use clean fuels and alternative technology such as liquid petroleum gas (LPG), compressed natural gas (CNG), biofuels (biodiesel) and biomethane. Alternative technology includes electric, hybrid and hydrogen fuel cell vehicles.

The Haringey fleet is LEZ compliant, i.e. Euro III standard or higher. Contracted out services using LGVs and HGVs such as street cleansing and waste collection vehicles, are also compliant with the requirements of the LEZ. A Fuel strategy is planned which will inform the Council's sustainable transport and vehicle fleet procurement policies. Green fleet management can bring about cost savings, as well environmental benefits by lowering fuel usage. Improvements in emissions can be achieved by the uptake of clean fuels and technology in particular hybrid, electric and bio-methane in place of diesel vehicles, the adoption of smaller vehicles, the use of new vehicles which meet the latest Euro Standards and fitting pollution control equipment such as diesel particle traps.

The council is seeking to:

- put in place the infrastructure to monitor fuel use, vehicle mileage and vehicle emissions to evaluate vehicle efficiency and report effectively on NI 194.
- prepare a fuel strategy for council fleet vehicles.
- work towards accreditation with the ISO14001 environmental management scheme for the fleet service.
- lead by example and ensure that the Mayors car will be a low emission / electric vehicle.
- through the procurement and contract process ensure that vehicles used by contractors to carry out council out-sourced functions are low emission vehicles.
- reduce further the payments made to staff for car user allowances and continue to promote the staff travel plan. More stringent criteria have resulted in a 7% reduction in payments. Through the staff travel plan, there is an option in place to exchange the car allowance with a sustainable travel subsidy.
- increase the number of secure cycle lock-ups and showering facilities at council buildings to encourage staff to use cycles or walk for work.
- adopt National Indicator NI 194, but this can only when an upgrade of the Council computer system to all transport modules of SAP HCM is made to enable data collation of the grey fleet for meaningful baseline data and annual reporting of NI 194.

These measures can be monitored through the National Indicators for emissions from the council's own estate and operations for air quality; NI 194 and carbon dioxide emissions; NI 185. Information on staff travel will also be gathered in addition to vehicle type, mileage and fuel use as part of NI 194 although this is dependant upon investment in the relevant SAP modules. The baseline data for the NI 185 and NI 194 needs to be collated, robust and accepted by the National Audit Office before any reduction targets can be set. Targets set must adhere to 'SMART'; i.e. Specific, Measurable, Achievable, Realistic, Timebound.

**Monitoring: NI 194**

**Measure 2 – Electric Vehicle Charging Points**

Electric vehicles are particularly suitable for driving in urban areas like Haringey where short distances are covered. These vehicles produce no air pollution tailpipe emissions and so are beneficial in terms of improving urban air quality. Distances that electric vehicles can travel is gradually increasing due to improvements in battery technology.

Recent research has identified electric and plug-in hybrids vehicles as the most promising technologies that can help achieve significant reduction in CO<sub>2</sub> emissions from road transport in the UK, and deliver benefits to local air quality. The Mayor of London is committed to the take-up and use of electric vehicles in London and has provided funding for 25,000 electric vehicle charging points across the capital by 2015. Haringey council intends to install 45 public charging points by end of 2013. To date there are 13 electric vehicles charging points installed in 6 car parks across Haringey. The scheme in Haringey is administered by Elektromotive Ltd. Only members of the electric vehicle scheme can use the charging points, for which an annual fee, currently set at £50.00 is payable.

Electric vehicle Charging Points are located within the following 6 car parks:

Area	Location	Number of charging point spaces and conditions of use
N22 Wood Green	Bury Road car park, level 1	Two charging point spaces
N22 Wood Green	Shopping City East car park, level 2	Three charging point spaces. Car parking tariffs apply for using these bays
N22 Wood Green	Shopping City West car park, level 2	Three charging point spaces. Car parking tariffs apply for using these bays
N17 Bruce Grove	Stoneleigh Road car park	Two charging point spaces
N10 Muswell Hill;	Summerland Gardens car park	Two charging point spaces
N8 Crouch End	Crouch Hall Car Park	One Charging point space

The council is seeking to:

- to increase the number of public charging points across the borough. Priority will be given to town centre locations, transport interchanges such as railway stations, locations in employment areas and near leisure facilities.
- investigate the possibility to exclude or reduce electric vehicles from controlled parking zone payments and other car parking charge schemes that are in operation across the borough and under council control in order to incentivise the take-up of electric vehicles.
- increase charging point spaces for new developments through planning conditions and Section 106 agreements.

***Monitoring: Number of on and off street electric vehicle charging points***

### **Measure 3 – Car Clubs**

Car club membership provides the convenience of using a vehicle without the costs of owning, insuring and parking one. Using a car club vehicle is also a step towards easing parking problems and reducing carbon dioxide emissions as car club cars are usually recently registered vehicles and subsequently have among the lowest emissions of on-road vehicles in their class. Car club users typically give up owning a first or second car on joining; others defer purchasing one in preference to using the car club instead. It is estimated that every car club vehicle typically replaces 23 private cars being taken off the road. Zipcar (formerly Streetcar) has been awarded the contract to operate all on-street car club bays in Haringey

There are now over 3000 Streetcar members in Haringey and membership figures have more than doubled within the last year. As car club membership continues to grow and demand for access to car club vehicles increases in the borough, the Council and the car club operator Zipcar are keen to further increase the number of car club vehicles for which priority will be given to town centre locations and in off-street car-parks.

The council is seeking to:

- expand the number of car club locations, particularly in the East of the borough.
- continue work in partnership with Zipcar to increase the number of operational car club vehicles in the borough.
- continue discussions with Zipcar to introduce cleaner, alternative fuelled vehicles to the Haringey car-club fleet.

- **improve car club accessibility for mobility impaired drivers.**

***Monitoring: Number of car clubs and bays in the borough***

#### **Measure 4 – Travel Plans**

##### **Workplace Travel Plans:**

A workplace travel plan is a package of measures introduced by employers to encourage staff to travel by greener alternatives than single-occupancy car-use. Such a plan for example, could include a commitment to improve cycling facilities; a dedicated bus service or restricted car parking allocations, or a car sharing scheme. It might also promote flexible-working practices such as remote access and video conferencing.

A travel plan can offer benefits to both the organisation and its employees, and the community that surrounds it. It may help to relieve local parking or congestion problems or improve public transport connections across the area. It may also relieve stress on employees through reducing delays or providing the opportunity to cut their travel commitments by working from home on occasion.

Leading by example, Haringey council staff travel plan was introduced in 2008. Since 2009 the staff travel plan has made significant achievements, most notably reducing single occupancy car trips to work by 5% and increasing cycling to work by 2.5%.

Haringey council has worked with local businesses to implement workplace travel plans. In 2009 eleven work place travel plans had been secured with three voluntary travel plans introduced through the TfL 'New way to work' programme.

##### **School Travel Plans:**

School travel plans serve to reduce traffic congestion and parking problems around schools. Their aim is to actively encourage children, parents and staff to walk or cycle to school. Walking and cycling boosts health, well-being and allows children, parents and staff to travel independently and safely. Schools are encouraged to also promote public transport such as buses, trains and tubes.

Schools with approved travel plans are awarded grants from Transport for London, and the Department for Children, Schools and Families. Schools can receive funding for anything from engineering measures, to planning curriculum work and classroom resources.

Haringey council has been highly successful in increasing the sustainable travel for school journeys with all 98 state and independent schools in Haringey having a travel plan in place. Overall Haringey schools with travel plans have achieved a decrease in 5.4% of car-use for school journeys between 2004 and 2010. Work is continuing with the schools to implement the sustainable modes of travel identified in each travel

plan. Initiatives include 'WoW' (Walk on Wednesdays) and the Walking bus. Haringey has supported the annual launch of the WOW campaign each year since the first event in 2007. Walking bus routes are currently in operation at the following schools:

- Ferry Lane – 2 routes (Wednesday mornings in operation with a third planned for this academic year)
- Coleraine Park – 1 route (Wednesday morning) established in May 2008
- St Mary's RC Junior School run an informal route, which the school manage.

Other new walking bus routes are planned for St Martin of Porres, St Mary's CE Infants and Junior School, Noel Park Primary School and Risley Avenue Primary and to expand to a new, 3rd, route to Ferry Lane School.

**The council is seeking to:**

- **encourage local businesses to develop and maintain travel plans.**
- **allocate annual LIP funding for the employment of a sustainable transport advisor to promote workplace travel plans and other sustainable travel initiatives through the North London Sub-regional Partnership.**
- **consider matching funding or contribute to the cost of implementing a measure identified within a workplace travel plan up to the value of £2000. For example, the council will consider providing a financial contribution towards the installation of secure cycle parking facilities, lockers or shower facilities.**
- **review Haringey's Corporate staff travel plan and introduce new incentives and initiatives to reduce staff car use.**
- **review all school travel plans and together with other information sources such as accident statistics, will enable the compilation of an annual Barriers to Sustainable Travel Report which will evaluate progress made in reducing barriers and ensure that any new or emerging barriers are addressed as soon as possible.**
- **to monitor each year how young people travel to school, using the iTRACE database and the NI 198.**
- **to continue to provide cycle training to pupils at Haringey's schools.**

***Monitoring: NI 198***

**Measure 5 – 20 mph Zones/DIY Streets**

A 20mph zone combines speed reduction measures and speed limit signs to reduce the average speed of vehicles down to 20 mph. They are successful in improving road safety and reducing casualties on our roads. Statistical studies and the number of vehicle related accidents show where these are needed.

The focus of implementation has to date been largely in the east of the borough where there are relatively high number of road collision casualties. The zones have been put in place to reduce these casualty numbers but also to support social inclusion and regeneration initiatives in these areas. To date the council has implemented 10 x 20mph zones in residential areas across the borough.

In July 2007, Haringey was one of the first boroughs to introduce a CO<sub>2</sub> emissions-based Residential Permit charging system and differential charges for second and more permits per household.

The council is also working with Sustrans (Sustainable Transport Charity) to develop the 'DIY Streets'. It incorporates working with the local community to develop traffic calming and home zone type measures whilst at the same time encourages local residents to adopt more sustainable transport behaviour.

**The council is seeking to:**

- **work in partnership with Sustrans and a group of local streets to pilot the DIY Streets project.**
- **learn from working with Sustrans and further develop the DIY Streets project to other groups of local streets in partnership with local communities. Planned neighbourhoods include Hornsey area, Noel Park estate, North Tottenham and Seven Sisters.**

**Measure 6 – Non-idling Zones**

Motorists who leave their engines running when parked cause unnecessary air pollution emissions. It is currently an offence to leave a vehicle engine idling for more than two (four) minutes whilst parked under the Road Vehicle (Construction and Use) Regulations. From July 2002, local authorities were given powers to enforce these regulations. Authorised officers can ask drivers to switch their engine off if they are deemed to be letting them idle unnecessarily. Should the motorist refuse to turn the engine off, a fixed penalty notice of £20 can be issued. Only a handful of authorities adopted the powers but abandoned enforcement of them as the cost of implementation far outweighed the benefit and the fine of £20.00 is too low to disincentivise drivers from leaving vehicle engines idling.

The Mayors draft Air Quality Strategy is seeking a change in the legislation from central government and for the level of the fine to be increased to that of parking and speeding fines. Haringey council supports this.

In addition to enforcement of idling vehicles, a number of hotspots have been identified in the borough where idling vehicles are problematic, including outside schools.

**The council is seeking to:**

- **encourage the Mayor and Dft to amend the idling vehicle legislation and an increase in the fine.**
- **Investigate the potential to introduce non-idling zones at / around idling vehicle hotspots identified.**

#### ***Measure 7 – Green Travel Promotion/Smarter Travel***

Haringey council considers 'Smarter Travel' initiatives to offer the greatest scope towards the reduction of motor vehicle traffic and encouraging a greater modal shift to sustainable transport. Smarter Travel initiatives aim to encourage the change of travel behaviour to more sustainable forms of transport. A key focus is the provision of practical advice and useful information enabling simple and effective changes to the way we travel.

Travel awareness campaigning is a key element of Haringey Council's aim to reduce car dependency and promote travel alternatives. Six out of ten journeys made in Haringey are less than 5 km long – an ideal distance for walking, cycling or taking public transport. The council encourages the switching of just one weekly car journey for walking, cycling, public transport and car sharing.

Haringey holds local events to promote greener travel, including the popular Bike Week, Doctor bike sessions for commuters, bike rides across the borough and walking. There are over 380 hectares of green open space and nine parks coveted with the Green Flag status in Haringey. Walking is an excellent way to adopt a more active lifestyle and the health benefits can make a difference. In Haringey 31% of all trips are on foot. The council has produced a 'Get Up & Walk' leaflet, promoting walks and trails around the paths, parks and open spaces in Haringey and a 12-mile 'Better Haringey' circular trail around the borough. The Council has developed a Public Rights of Way Improvement Plan that sets out how public rights of way will be improved to meet the current and foreseeable future needs of users, including those with mobility problems. It also provides a focus for investment and enhancements to encourage walking in the medium to long term, including lighting, surfaces and signage.

**The council is seeking to:**

- **continue to promote walking and cycling in the borough.**

## London Borough of Haringey

- influence travel behaviour through the smarter travel initiatives.
- continue the Doctor Bike sessions for commuters at strategic locations across the borough.

<b>Measure 8 – Cycle Routes and Cycle Parking</b>
---

The borough is part of the London Cycle Network and London Cycle Guide No.5 provides a map of Haringey's on and off road cycle routes. The Haringey Cycling Campaign, although independent from the council, works closely with the council to provide cycling facilities in priority locations.

Haringey Council supports cycle training to anyone who lives, works or studies in Haringey and provides free cycle training for children through local schools. The council has contracted out the cycle training provision to Cycle Training UK, via the 'Bikeability' programme.

The council has to date installed over 430 cycle stands across the borough. The programme of cycle parking stands is committed through the LIP, with more stands planned.

Haringey council supports the development and implementation of Greenways Cycle and pedestrian routes. Four links are currently being developed:

- Link 1 Parkland Walk south (between Highgate and Finsbury Park)
- Link 2 Parkland Walk north (between Muswell Hill and Muswell Hill Road)
- Link 3 Finsbury Park to Lea Valley
- Link 4 Highgate to Alexandra Palace Park.

Other Greenway links are planned and prioritised. Further details can be found in the LIP 2011 – 2014.

**The council is seeking to:**

- continue working closely with the Haringey Cycling Campaign
- secure funding to support, continue and complete Greenways routes
- invest in infrastructure for cycling in the Borough, on the basis of the categorisation of the cyclists' network as described in Haringey's Cycle Action Plan.
- investigate the feasibility of the inclusion of a cycle hub at Wood Green into the London wide cycle hire scheme.
- commit to the programme of increasing the number of cycle parking stands across the borough.

**Monitoring: Number of off-street and on street cycle parking spaces each year.**

**Measure 9 – North London Transport Forum**

The North London Transport Forum is the sub regional transport partnership for north London and is a sub-group under the North London Strategic Alliance (NLSA). The partnership's ongoing objectives include raising the profile of north London, addressing gaps in transport provision and supporting sustainable growth. North London's sub-regional partnership brings together the boroughs of Barnet, Enfield, Haringey, Waltham Forest and private and voluntary organisations to work on key cross boundary issues related to transport in North London. The partnership plays a valuable role in identifying areas for joint action and securing strategic agreement between the Boroughs and is the instrument through which the sub-regional elements of the Mayor's Transport Strategy are being delivered.

North London already has a population of over 1 million people - greater than the city of Birmingham. This is projected to grow by 160,000, or 15%, by 2016 which will have a direct impact on the transport infrastructure in the sub-region. The sub-region provides the link between central London and three of the Government's growth areas: the London-Stansted-Cambridge Corridor and the Milton Keynes – South Midlands Growth Area to the north and Thames Gateway to the east. Access to and from these growth areas is vital if north London is to successfully support the predicted growth in population. Key challenges for North London are how the existing transport network can address current problems and additional demand placed on it in light of forecast growth.

**The council is seeking to:**

- **continue working closely with the North London Transport Forum**
- **secure funding to support, improve, continue to develop and maintain sustainable transport links.**



### 3.3 Non-Transport Measures

The land-use planning system plays a central role in managing the environmental impacts of new development and contributes to the protection and long-term improvement of air quality. This is achieved by ensuring that new developments do not have a negative impact on local air quality, and that public exposure to air pollutants is reduced in areas which breach the Government's air quality standards. Planning Policy Statement (PPS)23 regards air pollution as a material planning consideration when determining planning applications.

New spatial planning documents will form the Local Development Framework and replace the Unitary Development Plan from 2010. Haringey is currently developing policies, and the evidence to support these policies, which will continue to require that air pollution emissions associated with new developments are minimised, during both construction and operation phases. Planning policies that deliver reductions in carbon dioxide emissions and sustainable developments will be a central theme in the LDF. Attention will be given to balancing measures to reduce carbon dioxide emissions from new developments whilst protecting air quality, especially with regards to the use of biomass.

In 2006 the Council produced Supplementary Planning Guidance on air quality. Although continued to be used for development control purposes, this guidance document is now out-of-date and under the new Local Development Framework (LDF), it will be updated and amended to reflect the (LDF) policy on air quality in the form of a Supplementary Planning Document.

PM10 and NOx emissions can arise during the construction and operational phases of developments, the impacts influenced by the size and location of the development.

#### ***Measure 10 – Determining the Impact of new developments on local air quality***

The majority of new or planned developments in Haringey are residential or mixed-use developments, but few are large enough to have a significant impact on local traffic flows. There have been car-free residential dwellings and the council's UDP has parking standards to limit residential parking. Most major developments are required to implement measures such as travel plans and local improvements to reduce traffic as part of Section 106 agreements. Air quality is recognized as a major planning consideration and all developments in areas adjacent the boroughs main road networks are evaluated for air pollution. Not all planning applications require a detailed air quality assessment to be carried out, but each major application is considered with a regard to air quality.

An air quality impact assessment is required with planning applications which have the potential to cause a negative impact on air quality, particularly in cases where an increase in stationary and/or transport emissions may arise, or where new residents could be exposed to poor air quality. The assessment must have due regard to the London Councils 'Air Quality and Planning Guidance' 2006 (amended 2008) document. Where an air quality assessment shows that a new development is likely

## London Borough of Haringey

to have a negative impact on air quality, or expose new residents to poor air quality, mitigation measures will be required.

**The council is seeking to:**

- **require major developments to have an air quality assessment as part of the planning application.**

***Measure 11 – Car free developments***

The Council has been limiting private car use through the planning system. The integrating of land use and transport planning policies, delivered through the Council's Unitary Development Plan and forthcoming Local Development Framework, limits private car use through requiring car free and car capped developments. Supporting measures to reduce the need to travel include the requirement for new development to facilitate sustainable forms of transport such as cycling.

**The Council is seeking to:**

- **require new developments in the borough to reduce transport emissions through the use of car-clubs, be car-free developments, an active travel plan or provision of sustainable forms of transport.**

***Monitoring: Number of transport assessments and travel plans submitted with planning applications.***

***Measure 12 – Control of dust during demolition and construction phases.***

During the demolition and construction phase of a new development, controlling dust emissions will reduce the impact of dust emissions on local PM10 concentrations and prevent nuisance complaints by local residents. Sources of dust include demolition activities, grinding and cutting of materials, stockpiles of dusty materials and re-suspended particles that are deposited on roads carried on the wheels construction vehicles. Construction vehicles and machinery give rise to exhaust emissions of nitrogen oxides and fine particulate matter, which can also impact on local air quality. Haringey requires developers to comply with the 'London Best Practice Guidance to Control Dust and Emissions from Construction and Demolition', 2006 through s106 obligations and the National Considerate Constructors Scheme for medium and major developments. Major developments are required to submit Construction Management Plans which include a risk assessment with planning applications. Construction Management Plans outline best practice measures for controlling dust and air pollution emissions.

**The Council is seeking to:**

- **continue to require all medium and major developments to have a Construction Management Plan submitted at the application stage.**
- **control of demolition and construction dust from developments through an SPD.**

***Measure 13 – Biomass Boilers.***

The Mayors Energy strategy determines biomass boilers to deliver the largest CO<sub>2</sub> savings, at lowest costs, compared to other renewable energy sources and is often the preferred option for meeting the renewable energy target. Particles released from biomass boilers are predominantly in the PM<sub>2.5</sub> size fraction, which are associated with the most dangerous impacts to human health. The impacts of biomass combustion on air quality have been recognised in a report commissioned by the London Councils' 'Air Quality Impacts of Wood Fuelled Biomass' in 2007, and the Draft UK Renewable Energy Strategy, 2008. There is concern regarding the cumulative impact on air quality of biomass in urban areas; where Air Quality Management Areas. This presents further challenges in meeting the PM<sub>10</sub> and NO<sub>2</sub> air quality objectives in London.

All developments which include biomass are required to carry out an air quality impact assessment. The council will begin a detailed inventory of biomass heating appliances in the borough with technical information. Haringey is seeking s106 agreements from developers wanting to install biomass boilers and will require the use of high quality wood pellets, specific biomass boiler design features, boiler maintenance, particulate matter emission control technology and annual emissions testing as part of this agreement.

Haringey is continuing to work with the GLA and defra to explore further the possibility of legislating against the installation of biomass boilers in AQMA areas and employ other types of renewable energy technology.

The borough of Haringey is designated a Smoke Control Area in accordance with the Clean Air Act 1993. As a result of this legislation, only authorised fuels can be used which do not produce smoke or the heating appliance must be an exempt appliance, such as boilers and small stoves which are fueled using wood in order to operate in the borough. The authorised fuels and exempt appliances are designated as such by the Government. The Clean Air Act is not suitable for controlling fine particle emissions from wood fired heating appliances, as this legislation is designed to deal with smoke. Haringey is lobbying the GLA and defra to amend and update the Clean Air Act legislation.

**The Council is seeking to:**

- **draw up a s106 for developers installing biomass boilers.**
- **use planning conditions to control the emissions from biomass boilers.**

- **maintain a register of biomass boilers operating in the council area.**
- **continue to work with the Mayor of London and defra to update the Clean Air Act 1993 legislation and biomass GLA biomass policy in AQMAs.**

***Measure 14 – Tree Planting.***

Haringey is an urban borough with many varieties of trees. On the streets, housing estates or in the borough parks, there are over 35,000 trees. Calls from the public regarding trees in the borough average some 2,500 calls a year.

Street trees are an integral and sometimes historical component of the urban landscape and as such are valued by local residents. Haringey has a street tree population in excess of 11,000 trees and is increasing the total year on year. Street trees are inspected regularly, with pruning works being carried out where necessary.

Haringey council also operates a tree sponsorship scheme, with the cost and planting of the tree borne by the sponsorer and maintenance carried out by the council.

The Council operates a Tree Warden scheme to improve and encourage community participation in tree related matters. Tree Wardens care for trees and promote the wide range of benefits they provide. A total of 65 residents are registered as tree wardens and 40 have attended 3 or more training sessions.

In the last 3 years 2,450 new trees were planted in Haringey.

**The Council is seeking to:**

- **increase public involvement in the management of Council trees.**
- **improve tree management and create a safer, healthier tree population.**
- **continue to scope and plant 250 new trees each year where applicable.**

***Monitoring: No. of new trees to be planted each year.  
Number of trained Tree wardens actively taking part in events.***

***Measure 15 – Controlling emissions through Climate Change actions.***

Following recent evaluations of the Government's management of the air quality process, defra have recently produced (March 2010) "Air Pollution: Action in a Changing Climate". This document identifies that action to reduce climate change effects is also an opportunity to deliver air quality benefits. Actions such as ultra low-carbon vehicles, renewable sources of energy that do not involve combustion and

energy efficiency measures are listed as having air quality/climate change co-benefits. Reference is also made of the need to avoid policies which tackle climate change but damage air quality and vice versa. Electricity generation and road transport are identified as being the most significant sources of both air quality and climate pollutants with other sources such as biomass burning.

Through the climate change programme Haringey council promotes the energy efficiency grants made available to eligible homeowners through the Energy Savings Trust. Under the Decent Home Grant scheme, grants are available to vulnerable homeowner occupiers and private sector tenants for the installation of energy efficiency measures and boiler replacements. Council tenants' homes must have effective heating and insulation, in addition the Haringey standard states that homes must be warm and efficient. Energy efficiency improvements linked to gas heating in the Council's housing and building stock are integral to reducing energy consumption. These are necessary to meet national performance targets relating to both air quality and climate change. The Council is working in partnership with the Energy Saving Trust Advice Centre for London to make 100 energy monitoring devices available to residents to loan from the boroughs libraries. Other initiatives include weekly Energy Doctor Sessions providing free advice on how to save money on home energy bills and reduce CO<sub>2</sub> emissions.

The Council is tackling fuel poverty, promoting energy efficiency and affordable warm homes and CO<sub>2</sub> reductions from domestic properties through actions detailed in the 'Affordable Warmth Strategy 2009 – 2019'. Under this strategy the Council's vision is:

'To make sure that no household in Haringey lives in a cold, unheated home and that people know how to use energy in their homes efficiently, therefore saving money and reducing CO<sub>2</sub> emissions'

The Muswell Hill Low Carbon Zone is one of the Mayor of London's 10 low carbon zone areas that have been selected as pilot areas for projects to reduce carbon emissions. The aim of the Low Carbon Zones project is to achieve a 20.12% reduction in carbon emissions in each zone by 2012. The work in these zones will also go on to help towards the Mayor of London's target of a 60% cut in carbon emissions by 2025.

Awareness raising events include the annual Going Green Conference and Green Fair. The Going Green conference focuses on carbon reduction and the latest event attracted over 100 people, primarily due to the adoption by the council of a 40% reduction in CO<sub>2</sub> emissions by 2020.

**The council is seeking to:**

- **provide an SPD for developers on sustainable developments and energy efficiency and renewables to meet the 20% renewable target.**
- **continue promotion of and raising awareness of carbon reduction measures to all who live and work in Haringey.**
- **continue to work with the energy savings trust and promote energy efficiency measures to private and council tenants.**

- **strive to achieve a 40% reduction in carbon emissions from the council's own estate and operations by 2015.**
- **replace ageing boilers with high efficiency condensing boilers and upgrading the central heating system through the provision of programmable temperature and timing controls through the 'Homes for Haringey annual boiler replacement programme**

**Measure: NI 185.**  
**No. of boilers replaced each year.**

***Measure 16 – Industrial process emissions.***

The Council has a duty under the Environmental Permitting (England and Wales) Regulations 2007 to control air pollution emissions from small industrial processes referred to as the Local Authority Pollution Prevention and Control Regime (LAPPC). Haringey regulates sixty -five Part B Installations covering five different types of industrial activities, listed below. Regulatory duties include carrying out compliance inspections, determining new Part B applications, issuing environmental permits and undertaking enforcement action where operators fail to meet compliance.

<b>Respraying of Road Vehicles</b>	<b>1</b>
<b>Dry Cleaners</b>	<b>43</b>
<b>Petrol stations</b>	<b>16</b>
<b>Cement batching plants</b>	<b>1</b>
<b>Wood Coating</b>	<b>1</b>
<b>Mobile crushers</b>	<b>2</b>

**The council is seeking to:**

- **ensure that emissions from small industrial processes are controlled under Best Available Technique and are regulated in accordance with the latest Government guidance.**

***Measure 17 – Smoke and emissions from Bonfires.***

Smoke from bonfires can have damaging health effects, and people with existing health problems are especially vulnerable, e.g. asthmatics, bronchitis sufferers, people with heart conditions, children and the elderly. Under the Waste Management (England and Wales) Regulations 2006 it is an offence to dispose of domestic waste in a way likely to cause pollution of the environment or harm to human health. Domestic nuisances caused by bonfire are addressed by the Environmental Protection Act 1990, which includes "smoke, fumes or gases emitted from premises so as to be prejudicial to health or a nuisance."

The burning of commercial waste is not permitted. Industrial or commercial bonfires and smoke emissions from chimneys are dealt with under the Clean Air Act 1993. This Act gives local authorities powers to control emissions of dark smoke, grit, dust and fumes from industrial premises and furnaces and to declare "smoke control areas," in which smoke from the chimneys of domestic properties is not allowed. The whole of Haringey is a smoke control area. It is an offence to burn coal, wood or any other unauthorised fuel on open fires or in an unauthorised oven, stove or burner anywhere in the borough.

**The council is seeking to:**

- **the continued enforcement of smoke from bonfires and chimneys through the Environmental Protection Act 1990 and the Clean Air Act 1993.**

***Measure: No. of domestic bonfire complaints received each year.***



### 3.4 Air Quality Awareness Raising Measures

Air pollution harms not only the environment but also people's health and well being; it can cause serious health problems and reduce quality of life. Poor air quality impacts most on vulnerable people such as the elderly, young children and those with heart and lung problems, causing respiratory disorders and aggravating asthma.

Raising awareness of air pollution can help to protect those most vulnerable to the associated health impacts and adapt their behaviour by making lifestyle changes to reduce emissions. The Mayor of London has made a commitment, through his latest draft Air Quality Strategy to '*raise awareness of air quality and health issues through publicity campaigns*'.

#### **Measure 18 – Air Pollution and Health Measures**

##### **AirTEXT**

Recently Haringey council signed to the airTEXT consortium which is run and managed by the London borough of Croydon and comprises of all 33 London boroughs. AirTEXT is a messaging service via SMS, telephone or email providing air quality information and health advice when air pollution levels are forecast to be moderate, high or very high for all who live or work in London. People with conditions such as asthma, bronchitis, emphysema and heart disease for which symptoms can be worsened by air pollution are encouraged to subscribe. The website for further information is:

[www.airtext.info](http://www.airtext.info)

##### **Walkit**

Individual exposure to poor air quality can be managed by choosing walking routes away from the most polluted areas. In Haringey these tend to be the busiest roads. Choosing to take a route which takes you away from busy roads will reduce exposure to the harmful pollutants and consequently have a beneficial effect on health.

In April 2010 Haringey, as part of the North London Air Quality Cluster Group, also signed to Walkit. This is an urban walking route planner between any two points, and includes information on journey time, calorie burn, step count and carbon saving. Routes chosen can be either direct, less busy or low polluting routes. The weblink is:

[www.walkit.com](http://www.walkit.com)

**The council is seeking to:**

- **Promote the walkit website and Airtext messaging service to residents and those who work or travel through the borough.**
- **work with the Director of Public Health to assess the health impact of poor air quality in Haringey.**

**Measure: No. of Haringey residents subscribing to airtext each year.**

**Measure 19 – Air Quality Data Information****Air Pollution Monitoring**

Haringey Council has been monitoring air pollution since 1994. To date there are two automatic monitoring sites in operation within the borough and 10 passive diffusion tube locations. Appendix 1 shows a map of the locations of all monitoring sites, automatic and non-automatic, in the borough as of July 2010.

Monitoring data is imperative to the requirement under the Environment Act 1995 for local authorities to periodically review and assess the air quality in their area.

Monitoring data provides:

- A measure of actual concentrations and exceedences of objectives
- Information on trends in air pollution
- Provides the basis for verifying the results of air quality models used to predict future air pollution.

For this reason, data from both the automatic sites are included in the London Air Quality Network (LAQN), which is managed by the Environmental Research Group (ERG), Kings College London. ERG manages the data collected, validates and ratifies it in order for it to be 'fit for purpose'. The data is available on their website at:

[www.Londonair.org.uk](http://www.Londonair.org.uk)

Over the next couple of years Haringey will review its air quality monitoring network which is dependant on existing internal or external funding streams. Principally the council intends to review the current NO<sub>2</sub> diffusion tube network and expand the monitoring locations to cover the hotspot areas identified by the recent modeling work. This will help to improve our understanding of air quality across the Borough.

**School Awareness Project**

Haringey plans to work with schools in the borough and promote air quality issues. Much environmental work has been carried out in schools in Haringey and it is envisaged that this work can be further enhanced through the linking of air quality with other environmental issues such as - climate change, sustainable travel and energy efficiency. There is commitment in the School Travel Plan towards educating school children and the wider air quality issues.

Two schools have already been identified, Tiverton School and St Ann's school to begin this promotional work, although in order to progress and implement this initiative, it is dependant on funding through the air quality grant scheme.

**Dissemination of air quality information to the public.**

Air quality information on Haringey's website is poor with very little air quality information. The intention is that the council website will be reviewed and updated with Haringey's air quality information, making it easy to find and readily available to the public.

**The council is seeking to:**

- **continue to monitor air pollution levels across the borough and review the air quality monitoring locations.**
- **raise awareness of air quality issues through working with local schools and linking measures that reduce air pollution with other environmental issues.**
- **update the councils air quality information on the council website.**
- **Apply for defra grant funding for source apportionment work of the pollutants of concern, NO<sub>2</sub> and PM10.**



**Table 1: Summary of Measures and Monitoring**

<b>Measure</b>	<b>Timeframe</b>	<b>Monitoring</b>	<b>Lead Department</b>
<b>Measure 1 - To Lead by example and reduce Emissions from the Council Fleet</b>	<b>2010/2011</b>	<b>NI 194</b> <b>ISO 14001 accreditation</b> <b>Staff car payments</b>	<b>Human Resources/Transport Section/Fleet Manager/Environmental Health</b>
<b>Measure 2 – Electric Vehicle Charging Points</b>	<b>On-going</b>	<b>No. of Electric vehicle charging points/yr</b> <b>No. of people sign to use to electric vehicle charging points / yr.</b>	<b>Transport Policy</b>
<b>Measure 3 – Car Clubs</b>	<b>On-going</b>	<b>No. of car-clubs</b>	<b>Transport Policy / Development Control</b>
<b>Measure 4 – Travel Plans</b>	<b>On-going</b>	<b>NI 198</b> <b>No of local business travel plans</b>	<b>Travel Plan Team</b>
<b>Measure 5 – 20 mph Zones/DIY Streets</b>	<b>On-going</b>		<b>Transport Policy</b>

<b>Measure</b>	<b>Timeframe</b>	<b>Monitoring</b>	<b>Lead Department</b>
<b>Measure 6 – Non-Idling Zones</b>	<b>2 years</b>	<b>No. of no-idling zones implemented</b>	<b>Transport Policy / Environmental Health</b>
<b>Measure 7 – Green Travel Promotion</b>	<b>On-going</b>	<b>Modal shift</b>	<b>TfL</b>
<b>Measure 8 – Cycle Routes and Cycle Parking</b>	<b>On-going</b>	<b>Number of off-street and on street cycle parking spaces each year.</b>	<b>Transport Policy</b>
<b>Measure 9- North London Transport Forum</b>	<b>On-going</b>	<b>Funding/improvements</b>	<b>Transport Policy</b>
<b>Measure 10 - Determining the Impact of developments on local air quality</b>	<b>On-going</b>	<b>No. of Traffic Assessments submitted with planning application / yr</b>	<b>Development Control / Environmental Health</b>
<b>Measure 11 – Car Free Developments</b>	<b>On-going</b>	<b>No. of approved car free developments / yr</b>	<b>Transport Policy / Environmental Health</b>
<b>Measure 12 – Control of dust during demolition and construction phases.</b>	<b>On-going</b>	<b>No of sites investigated</b>	<b>Development Control / Environmental Health</b>
<b>Measure 13 – Biomass Boilers</b>	<b>On-going</b>	<b>No. of biomass boiler</b>	<b>Development Control /</b>

<b>Measure</b>	<b>Timeframe</b>	<b>Monitoring</b>	<b>Lead Department</b>
		installed with conditions/ yr	Environmental Health
<b>Measure 14– Tree Planting</b>	<b>On-going</b>	<b>No. of trees planted / yr.</b>	<b>Arboriculture officer</b>
<b>Measure 15 – Controlling emissions through climate change</b>	<b>Until 2015</b>	<p><b>Reduction in carbon emissions from the council’s own estate and operations NI 185</b></p> <p><b>Homes for Haringey annual boiler replacement programme</b></p>	<b>Sustainability Team</b>
<b>Measure 16 – Industrial process emissions.</b>	<b>On-going statutory duty</b>	<b>No of breaches identified/yr</b>	<b>Environmental Health</b>
<b>Measure 17 – Smoke and Emissions from Bonfires</b>	<b>On-going statutory duty</b>	<b>No identified/yr</b>	<b>Environmental Health</b>
<b>Measure 18 – Air pollution and Health Measures</b> <ul style="list-style-type: none"> <li>• Airtext</li> </ul>	<b>On-going</b>	<b>No. of residents subscribe to</b>	<b>Environmental Health</b>

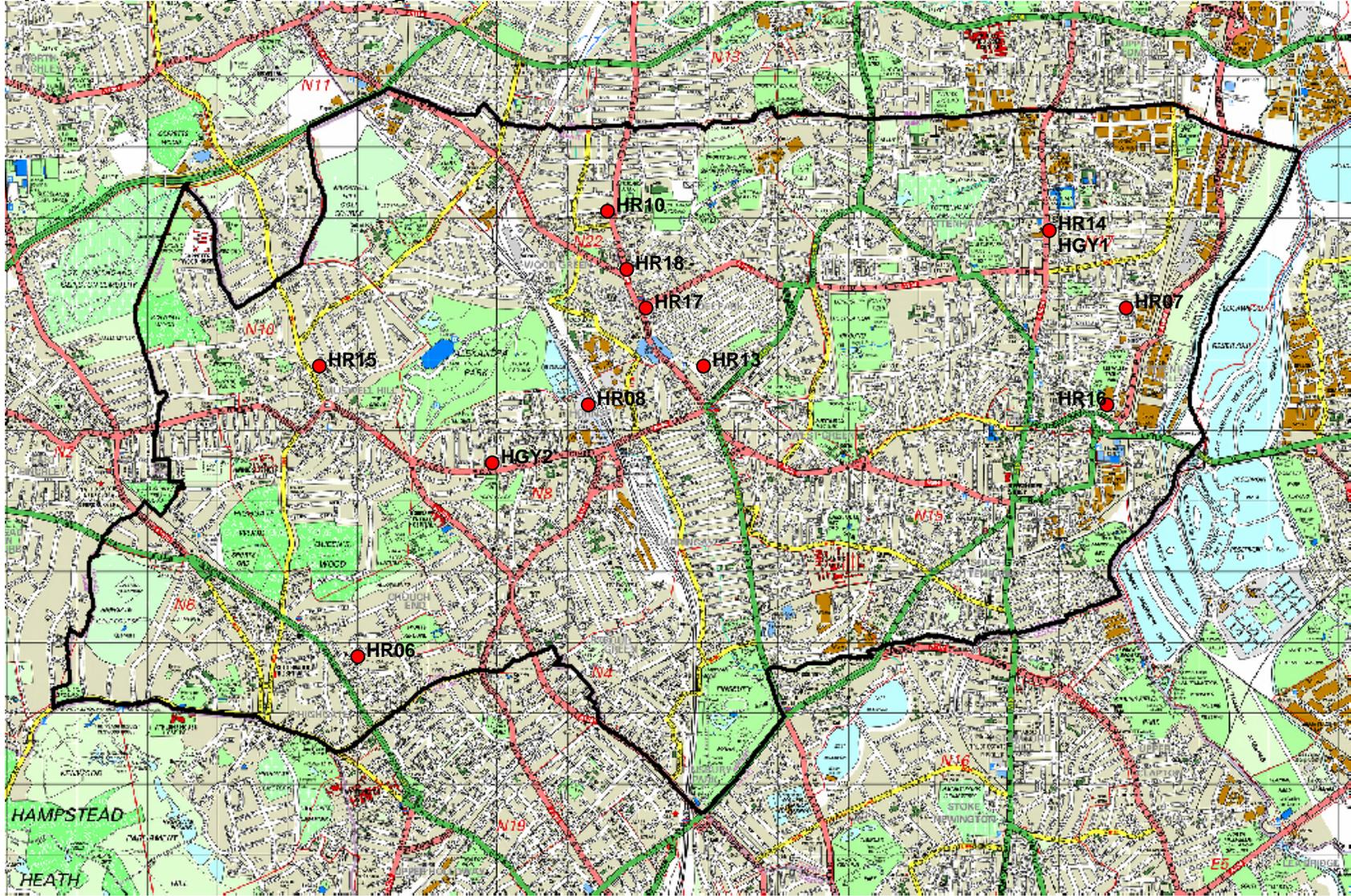
Measure	Timeframe	Monitoring	Lead Department
<ul style="list-style-type: none"> <li>• Walkit</li> <li>• Health impact assessment</li> </ul>		<p>Airtex/yr</p> <p>Subject to findings of impact assessment</p>	Environmental Health with Director of Public Health
<p><b>Measure 19 - Air Pollution Information</b></p> <ul style="list-style-type: none"> <li>• Air quality Monitoring</li> <li>• Dissemination of Information</li> <li>• School Awareness Project</li> <li>• Undertake apportionment</li> </ul>	<p>On-going</p> <p>2011/12</p>	<p>NO2 and PM10 (2.5)</p> <p>Defra funding</p>	Environmental Health

## **Appendices**

- I. Haringey's Air Pollution Monitoring Sites**
- II. Transport Corridor Priority Areas**
- III. Transport Neighbourhood Priority Areas**
- IV. TfL Roads in Haringey.**
- V. Table of percentage reductions.**

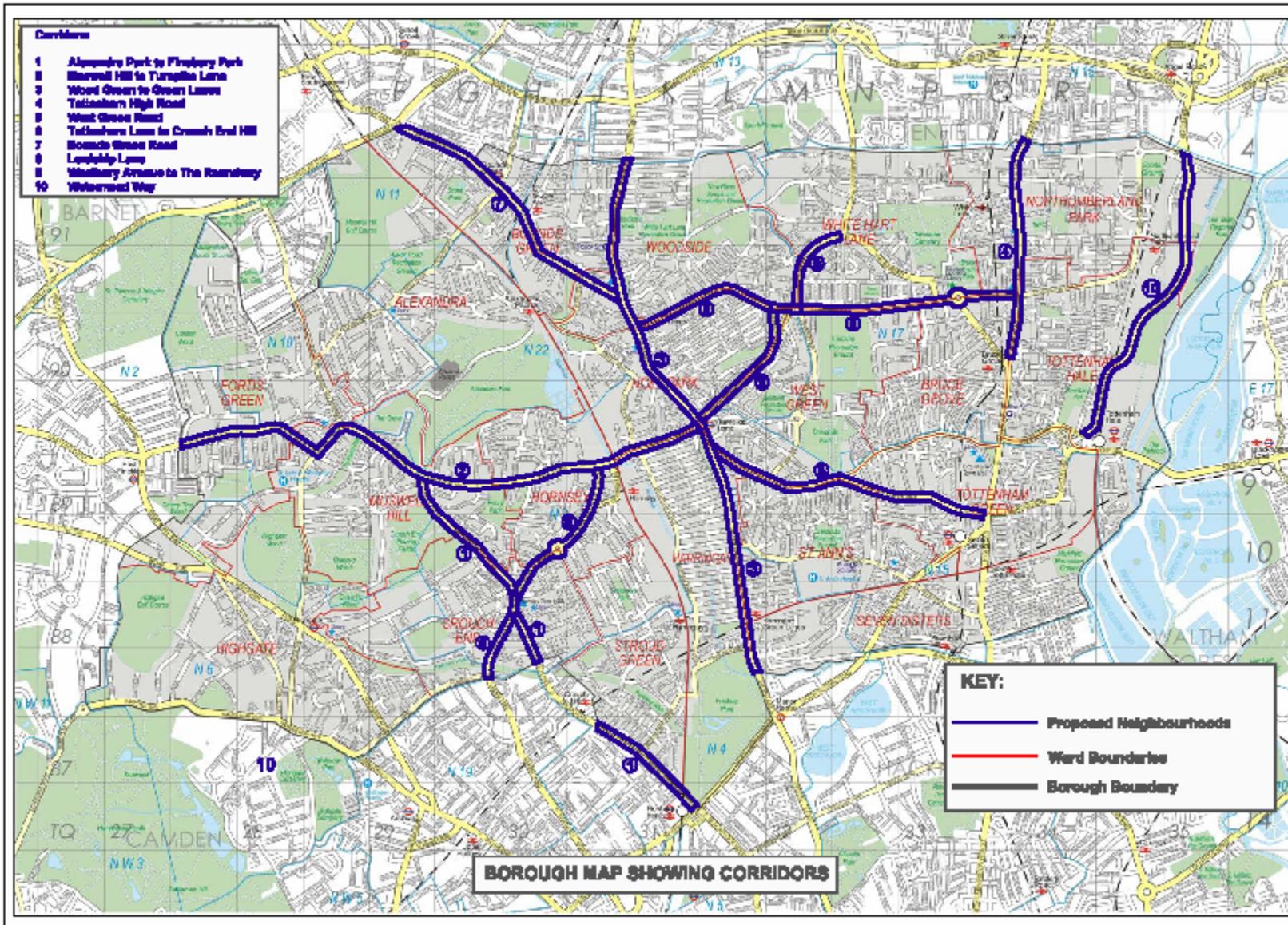


## Appendix I - Haringey Monitoring Sites

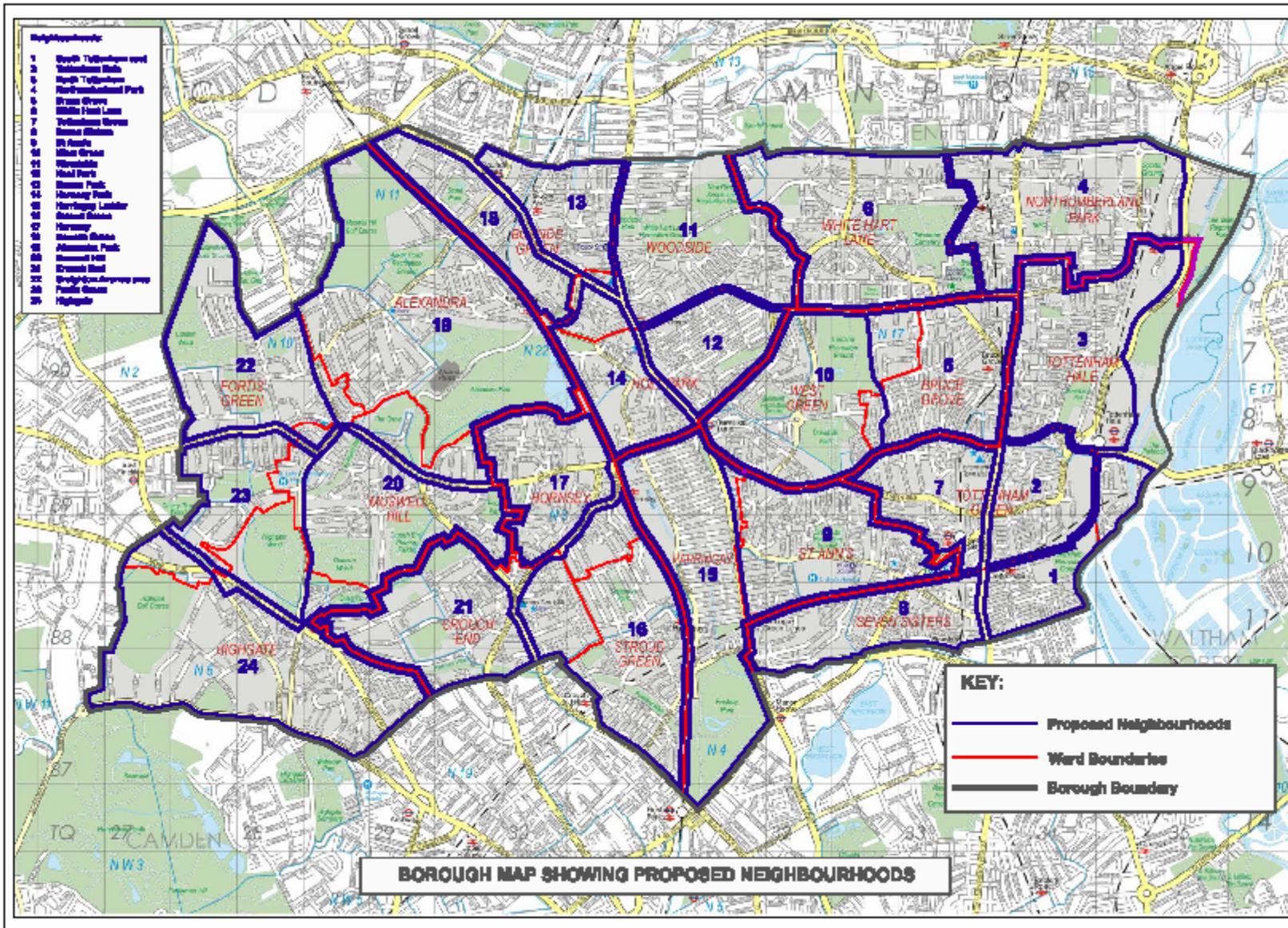


Crown Copyright LA 086401

Appendix II - Transport Corridor Priority Areas



# Appendix III - Neighbourhood Priority Areas



Appendix IV - TfL Roads in Haringey.



Key

	Road Network - TfL/Red Routes (OSCAR)
	Roads gritted by Transport for London
	Road Network - TfL/Red Routes (UKPMS)

Based upon the Ordnance Survey map with the permission of the controller of her Majesty's Stationary Office. Crown copyright reserved. Licence No. 100019199 2007

## Appendix V.

Table to show percentage reduction in concentrations required at monitoring sites where the NO<sub>2</sub> objective is measured and exceeds the annual objective of 40µg/m<sup>3</sup>.

Site	2007		2008		2009	
	Measured	Percentage Reduction	Measured	Percentage Reduction	Measured	Percentage Reduction
HR06 - Archway	67.2 µg/m <sup>3</sup>	<b>40.48%</b>	71.7 µg/m <sup>3</sup>	<b>44.2 %</b>	70.3 µg/m <sup>3</sup>	<b>43.1 %</b>
HR13 – Turnpike Lane/High Road	74.9 µg/m <sup>3</sup>	<b>46.60%</b>	73.83 µg/m <sup>3</sup>	<b>45.8 %</b>	73.1 µg/m <sup>3</sup>	<b>45.3 %</b>
HR14	Achieved	<b>Achieved</b>	45.65 µg/m <sup>3</sup>	<b>12.4 %</b>	46.7 µg/m <sup>3</sup>	<b>14.5 %</b>
HR15 – Muswell Hill Broadway	49.7 µg/m <sup>3</sup>	<b>19.5%</b>	44.10 µg/m <sup>3</sup>	<b>9.3 %</b>	52.9 µg/m <sup>3</sup>	<b>24.4 %</b>
HR16 – Tottenham Hale	48.7 µg/m <sup>3</sup>	<b>17.8%</b>	60.27 µg/m <sup>3</sup>	<b>33.6 %</b>	67.2 µg/m <sup>3</sup>	<b>40.5 %</b>
HR17 – High Road, N22	68.8 µg/m <sup>3</sup>	<b>42%</b>	73.09 µg/m <sup>3</sup>	<b>45.3 %</b>	83.4 µg/m <sup>3</sup>	<b>52 %</b>
HR18 – High Road / Lordship Lane	59.2 µg/m <sup>3</sup>	<b>32.4%</b>	69.01 µg/m <sup>3</sup>	<b>42 %</b>	64.3 µg/m <sup>3</sup>	<b>37.8 %</b>

**References:**

- **Haringey's Local Implementation Plan, London Borough of Haringey 2007**
- **Haringey's Greenest Borough Strategy, London Borough of Haringey 2008**
- **Mayor's Transport Strategy (draft), Mayor of London 2010 – Clearing The Air.**
- **The London Plan (consolidated with Alterations since 2004), Mayor of London 2008**
- **Mayor's Air Quality Strategy (draft), Mayor of London 2010**
- **Core Strategy, Haringey 2010.**
- **Bureau Veritas - North London Air Quality Cluster Group Modelling – Haringey Council, August 2009.**
- **Defra – LAQM Policy Guidance (PG09)**

## Air Quality Action Plan 2018-22 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	How implementation will be monitored	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 NOx diffusion tube monitors and where possible expanding monitoring networks, especially around school.	Pollution Development Management. Highway Team	Low – medium £10 - £500K	No emissions/concentrations benefits 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 monitor by 2020.	Produce an inventory of the number of monitoring sites to fit the target and regularly review as appropriate.	All monitors maintained and over 90% data capture.	Details of our monitoring will be presented in our Annual summary report (ASR) available on our website. The objectives are as follow. <ul style="list-style-type: none"> <li>Continue to monitor via 2 automatic monitoring stations</li> <li>Look at the feasibility of implementing additional monitoring sites e.g. Wood Green</li> <li>Continue to monitor via 13 NOx diffusion tubes.</li> <li>Review diffusion tube locations periodically</li> <li>Consider other opportunities to increase monitoring e.g. at schools</li> <li>potentially large scale developments to be monitored</li> </ul>

Appendix 2

	<p>b) Complete and submit Annual Status Reports on time.</p>	<p>Pollution</p>	<p>Low – medium £10 - £500K</p>	<p>Allows for a much deeper understanding of annual trends across the borough for better management.</p>	<p>Months/Years</p>	<p>Project management to meet deadline.</p>	<p>Annual summary report (ASR) and summary sheet for publication on Haringey council website.</p>	
	<p>c) Update AQAPs every five years at a minimum and follow LLAQM guidance when doing this; check/amend AQMA's as required.</p>	<p>All</p>	<p>Low – medium £10 - £500K</p>		<p>Five years</p>	<p>Meet submission deadline.</p>	<p>Air Quality Action Plan (AQCP) and summary sheet for publication on Haringey council website.</p>	

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	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	Low £10 - £50K	Low in short term, but potentially medium in longer term	Ongoing	Ensure that sites where cumulative assessment has been successfully undertaken.	Increase Number of planning application with air quality as requirement/condition.	The objectives are as follows; <ul style="list-style-type: none"> <li>Develop guidance for assessment of cumulative air quality impacts</li> <li>Ensure consistent conditions applied</li> </ul>
		b) Ensuring emissions from demolition and construction are minimised	Development Management/ pollution	Very Low to Low ≤ £10K to	PM Medium-High  Localised benefits likely but not quantifiable	Short	Annual Status report (ASR) to GLA Number of applications for discharge of this condition Target 100% Log of Complaints and enforcement	Increase number of planning application with NRMM and AQDP conditions/ air quality and dust enforcement actions.	<ul style="list-style-type: none"> <li>Continue to require Air Quality Dust management Plans (AQDMP) by Condition for major developments</li> <li>construction related complaints (&gt;10 units) are referred for enforcement</li> <li>Construction and demolition methods statements are referred to pollution for review at the discharge stage.</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
	3	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	Development Management Pollution	Very Low to Low ≤ £10K	NOx and PM Medium-High  Localised benefits likely but not quantifiable	Short  Until 2019	Annual Status Report  Number of applications with NRMM conditions  Log of enforcement visits to be kept	Increase Inspection on sites with NRMM requirements.	<ul style="list-style-type: none"> <li>All major planning applications conditioned with NRMM requirements</li> <li>Apply for MAQF to carry out NRMM audits at Major Development sites post April 2019.</li> <li>Publicise role to make site operators aware that there will be enforcement</li> <li>Disseminate NRMM literature to site managers</li> </ul>
	4	Reducing emissions from CHP.  Enforcing CHP and biomass air quality policies. Ensure smaller developments use ultra-low NOx Boilers.	Development Management, Carbon Management Pollution	Very Low to Low ≤ £10K	Medium-High  Localised benefits likely but unquantifiable	Short	Annual Status Report  Log of applications where CHP and biomass conditions apply Target 100%	ASR and planning.	<ul style="list-style-type: none"> <li>Conditions requiring high efficiency boilers.</li> <li>Condition requiring band B emissions standards of CHP in Air Quality management Area (AQMA).</li> <li>Condition requiring ultra-low NOx boilers</li> <li>Planning to refer relevant discharge of conditions to pollution.</li> <li>Review of air quality assessments/energy strategies to ensure compliance</li> <li>Investigate setting a</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
									requirement for evidence of maintenance of CHP combustion plant.
	5	Enforce Air Quality Neutral (AQN) policy	Development Management Pollution	Very Low to Low ≤ £10K	Medium Localised benefits likely but unquantifiable	Short	Annual Status Report Log of applications where AQ Neutral/positive conditions applied, and benchmarks achieved Target 100%	ASR and planning.	<ul style="list-style-type: none"> <li>• AQN assessments submitted with Major applications. Enforcement via planning process – i.e. via approval of plans discharge of conditions</li> <li>• Information to support planners in understanding on site mitigation options</li> <li>•</li> <li>• Apply Air Quality Positive standards where appropriate (New London Plan)</li> </ul>
	6	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new and existing developments.	Development Management	Very Low to Low ≤ £10K	Low	Short to medium	Area of green space incorporated into new developments	Regularly map area of green space.	<ul style="list-style-type: none"> <li>• Requirements for green space set out within the Haringey Development plan Document (DPD DM20)</li> <li>•</li> <li>• Pursue “Healthy Streets” in areas of development and estate renewal</li> <li>•</li> <li>• Apply London Plan Policy for Increasing green Space</li> <li>• Access to information on suitable greenery</li> <li>•</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
	7	<p>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>	<p>Development Management</p> <p>Pollution</p>	Very Low to Low	If possible you could estimate the proportion of pm2.5 from wood burning locally, if not you can use the London-wide estimates.	Campaign initiated by March 2020		<p>All fuel suppliers in the borough engaged via a face to face meeting, and 50% showing point of sale information about cleaner fuels.</p> <p>Residents engaged via 2 council newsletter articles, and 1 photo opportunity/press release with local papers.</p> <p>All complaints of dark smoke investigated within 48 hours</p>	<ul style="list-style-type: none"> <li>Details of our Smoke Control Order can be found here: <a href="http://www.xxx">www.xxx</a></li> </ul>

		<p><b>Ensuring that Smoke Control Areas are appropriately identified and fully promoted and enforced.</b></p>	<p><b>Pollution</b></p>	<p><b>Low – No additional cost</b></p>	<p><b>Low- Medium Localised benefits</b></p>	<p><b>Ongoing</b></p>	<p><b>Log complaints and enforcement actions</b></p>	<p><b>Annual reports of smoke control areas within Haringey, enforcement actions taken and recommendations</b></p>	<ul style="list-style-type: none"> <li>• <b>Advice provided on authorised fuels and exempt appliances.</b></li> <li>• <b>Response to complaints dealt with by pollution/enforcement team as appropriate.</b></li> <li>• <b>Enforcement action taken where appropriate.</b></li> </ul>
8		<p>Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches</p>	<p>Development Management/Planning</p>	<p>Very Low to Low</p>	<p>Low- Medium Localised benefits</p>	<p>Ongoing</p>	<p>Annual Status Report Log of applications Target 100%</p>	<p>ASR and planning.</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• We will engage with GLA and TfL resources to support the development and deployment of these policies.</li> </ul>

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
Public health and awareness raising	9.	a) Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans.	Public Health Pollution	Very Low to Low	Low Protect individual health	Ongoing	Quarterly progress meeting on agreed actions	Annual reporting.	<ul style="list-style-type: none"> <li>• Healthy Living Pharmacy – to provide existing Cleaner Air for Haringey postcards to Public Health to distribute to relevant groups.</li> <li>• Provide further material for engagement with vulnerable groups and active travel work.</li> <li>• Discuss potential follow up to vulnerable groups workshops, and consider additional groups.</li> <li>• Clinical commissioning Group - This has a three-part objective, to raise awareness in a phased timeline to reach the following:                             <ul style="list-style-type: none"> <li>• Front line clinical staff and GPs Patients and Clients</li> <li>• Work with schools - children are able to choose safer routes to</li> </ul> </li> </ul>
		b) Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers).							

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		They should be asked for their support via the DsPH when projects are being developed.							<p>school to avoid area with poor air quality.</p> <ul style="list-style-type: none"> <li>discuss asthma and air quality. Looking at how key messages can be included into the school asthma guidelines and raising awareness sessions.</li> </ul>
		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 Pollution	Very Low ≤ £10K	n/a unquantifiable but enhanced coordination will benefit air quality initiatives	ongoing	n/a		<ul style="list-style-type: none"> <li>Public Health represented at Air Quality steering Group and Plan to be signed off by DOPH</li> </ul>
		d) Directors of Public Health to have responsibility for ensuring their Joint Strategic Needs	Public Health Pollution	Very Low ≤ £10K	n/a unquantifiable but enhanced coordination will benefit air	To be updated shortly	JSNA update – appropriate air quality considerations		<ul style="list-style-type: none"> <li>Update Chapter on Air Quality in the JSNA.</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		Assessment (JSNA) has up to date information on air quality impacts on the population			quality initiatives				
		e) Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade 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	Minutes of AQ Steering Group		<ul style="list-style-type: none"> <li>Representative from PH part of AQ steering Group</li> <li>At least one PH specialist has air quality in their objectives</li> </ul>
		f) Director of Public Health to sign off	Public Health	None	n/a unquantifiable but enhanced	As and when ASRs and	n/a		<ul style="list-style-type: none"> <li>AQAP and Annual Status Reports are signed off by Director of Public Health</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		Statutory Annual Status Reports and all new Air Quality Action Plans			coordination will benefit air quality initiatives	AQAPs are completed			<ul style="list-style-type: none"> <li>benefits will be linked to increased health and well being</li> </ul>
	11	Engagement with businesses	Public Health	Low £10 - £50K	Low enhanced coordination will benefit air quality initiatives	Short term	Quarterly Progress Update  Publication of articles		<ul style="list-style-type: none"> <li>Use existing Public Health contacts to provide information and get messages to these groups.</li> <li>Investigate mechanisms for wider publicity – e.g. article in Council newsletter, social media</li> </ul>
	12	Supporting a direct alerts service such as Airtext, and promotion and dissemination of high pollution alert services.	Pollution Public Health, Active Communities and Health	Very Low ≤ £10K	Low Protect individual Health	Ongoing	Number of subscribers		<ul style="list-style-type: none"> <li>Promote via Public Health, schools (via smarter travel team Active communities and health and Air Quality Apprentice) and business engagement</li> <li>Continue to distribute Cleaner Air for Haringey postcards and leaflets at events and stands</li> <li>Disseminate Air text leaflets to Pharmacies – via Healthy Living</li> </ul>

## Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
									Pharmacy
	13	Encourage schools to join the TfL STARS accredited travel planning programme	Active Communities and Health	Low £10 - £50K	Low	Ongoing	Number of schools in Haringey which are STARS accredited		<ul style="list-style-type: none"> <li>Continue to promote TFL STARS</li> </ul>
	14	Air quality in and around schools	Pollution Active Communities and Health	Low to Medium £10 - £500K	Low – Medium	Ongoing	Number of schools engaged		<ul style="list-style-type: none"> <li>Continue work of Air Quality Apprentice -</li> <li>Personalised parent travel plans.</li> <li>Start of new School Walking Zones project</li> <li>Work with TfL to incorporate Air Quality awareness into JTA and STARS programmes</li> <li>Engage in existing and future GLA's AQ Schools Audit Initiative</li> <li>Review monitoring at schools</li> <li>Provide advice to schools on actions to take on high pollution days</li> <li>Identify further projects with AQ Apprentice, especially in Focus Areas</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
									<ul style="list-style-type: none"> <li>Investigate strategic partnership opportunities e.g. Trees for Cities</li> </ul>

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
Delivery servicing and freight	15	a) Update of procurement policies to reduce pollution from logistics and servicing.	Client and Commissioning  Strategic Procurement	Very Low ≤ £10K	Low NO2 PM & CO2	Short term	Inclusion of Air Quality measures in in Procurement Strategy, contract Terms and Conditions  London construction Programme Terms and Condition		<ul style="list-style-type: none"> <li>Inclusion of Air Quality considerations in 2018-2021 Procurement Strategy</li> <li>Integrated Waste Management Contract (Veolia at present) has provision for a percentage of vehicle replaced to be electric</li> <li>Inclusion of Air Quality in Category Strategies for each main category area (Public Realm includes transport), Construction, Social Care and Corporate Supplies and Services)</li> <li>Consultation with</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
							<p>Results of Consultation with DPS team</p> <p>Results of consultation with passenger transport</p> <p>Supply Chain engagement events held</p>		<p>Dynamic Procurement System (DPS) team around including provision to incentivise passenger transport companies using lower emission/electric vehicles</p> <ul style="list-style-type: none"> <li>Engagement events with supply chain to strengthen commitment and understanding of sustainability requirements</li> <li>Consultation with passenger transport service to be scheduled to consult on DPS proposal above</li> <li>Air Quality considerations in standard terms and conditions for Council Contracts (where applicable)</li> <li>London Construction Programme (LCP) project for new pan London framework for construction; air quality to be a consideration in framework T&amp;C's</li> </ul>
		b) Ensure local	Strategic	Low	Low		Measure included in		<ul style="list-style-type: none"> <li>Identify Resource to engage relevant Council</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		authority procurement policies include a requirement for suppliers with large fleets to have attained bronze Fleet Operator Recognition Scheme (FORS) accreditation or equivalent standard	Procurement  Client and Commissioning	£10 - £50K	NO2 PM &CO2	2018-2019	policies		<p>staff to identify fleets and discuss potential measures</p> <ul style="list-style-type: none"> <li>• Minimum standard of bronze or equivalent applied to relevant new contracts</li> <li>• Audit of current fuel use and options for more sustainable solutions</li> <li>• Explicit reference to air quality within procurement policy</li> </ul>
		c) Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles	Carbon Management	Very Low ≤ £10K	Low	Short to medium term	Completion of investigation		<ul style="list-style-type: none"> <li>• Investigate potential in Wood Green as part of Neighbourhoods for the Future project</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
	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>Client and Commissioning</p> <p>Regeneration</p>	<p>Low to Medium</p> <p>£10 - £500K</p>	<p>Low- Medium</p> <p>Localised effect</p> <p>NO2 PM CO2</p>	<p>Short - Medium term</p> <p>2018-2020</p>	<p>Completion of business engagement project</p> <p>Progress on Neighbourhoods of the Future project</p>		<ul style="list-style-type: none"> <li>Consolidation Centre in Enfield – North London</li> <li>Business engagement as part of Business Improvement District and Wood Green regeneration – to consider single procurement of commercial vehicle contracts e.g. waste collections,</li> <li>Crouch end business engagement Project -to increase low emission deliveries and to investigate feasibility of installing an electric charging point/ cycle stands</li> <li>Wood Green Neighbourhoods of the Future award will work to encourage and support businesses and residents to use electric vehicles</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
Borough Fleet	17	Reducing emissions from council fleets:							
		a) Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation	Pollution Client and Commissioning Procurement	Very Low to Medium	Low NO2 PM CO2	Short term	Outcome of investigation		<ul style="list-style-type: none"> <li>Identify the resource to work through the required accreditation to obtain Gold AccrediationNNY</li> </ul>
		b) Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet	Client and Commissioning Pollution Procurement Transport Planning Ian Kershaw	Unknown  additional costs will be incurred due to increase in fleet costs	Low- Medium because borough fleet is small	Short to Medium term	Monitoring the number of alternative fuel vehicles in  Council fleet  Passenger transport  Review/investigation	<ul style="list-style-type: none"> <li>Review use of electric pool cars for staff use and investigate viability of buying more</li> <li>Review staff travel payments to incentivise use of cleaner vehicles and minimise mileage</li> <li>Investigate Tax benefits of electric Vehicles: fossil fuelled vehicles – consider incorporation in travel plan</li> <li>Review Staff Travel Plan</li> </ul>	

						outcomes		<ul style="list-style-type: none"> <li>Identify resource to Review council fleet to identify possible vehicles that could be replaced by cleaner vehicles</li> <li>Investigation with Passenger transport to identify how to incentivise providers to use electric/low emission vehicles through the procurement process</li> <li>Pool bikes available for staff use</li> <li>Grey Fleet – review to incentivise staff to drive lower emission vehicles</li> </ul>
c)	Accelerate uptake of new Euro VI vehicles in borough fleet	Client and Commissioning	Unknown	Low because borough fleet is small	Medium term	Proportion of Euro VI vehicles in borough fleet		<ul style="list-style-type: none"> <li>See measure 24 on review of Council fleet</li> </ul>
d)	Smarter Driver Training for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff	Client and Commissioning	Low £10 - £50K	Low NO2 PM CO”	Medium 2020	Number of vehicles fitted with ‘lightfoot’  Number of staff trained in Eco driving		<ul style="list-style-type: none"> <li>Monitoring of drivers via ‘lightfoot blackbox’ tracking device</li> <li>Drivers required to be trained to driver standard check</li> </ul>

--	--	--	--	--	--	--	--	--	--

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
Localised solutions	18	Expanding and improving green Infrastructure (GI)	<p>Development Management Regeneration</p> <p>Carbon Management</p> <p>Pollution</p> <p>Parks</p>	<p>Low to borough through regeneration</p> <p>Medium</p>	<p>Low</p> <p>Strong visual impact reinforces air quality message – long term air quality benefits</p>	Short to medium	<p>Number of schemes introduced</p> <p>include in AQ apprentice work plan and monitor results</p>		<ul style="list-style-type: none"> <li>Green Spaces Strategy and London Plan as well as regeneration all include priorities for green infrastructure in regeneration projects,</li> <li>Investigate options for green infrastructure in schools in areas of higher pollution</li> <li>Investigate the options for strategic partnership with urban greening charity e.g. Trees for Cities</li> <li>Encourage schools to use the Woodland Trust's free packs to plant trees on Council owned land</li> <li>Encourage greening of space within school boundaries</li> <li>Parks and Open Spaces Strategy under review to include measures to address air pollution and</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
									<p>improve air quality, Tree planting, promotion of walking and cycling.</p> <ul style="list-style-type: none"> <li>• Development of new wayfinding to help link green space, promote health and reduce air pollution</li> <li>• Development of natural capital account for Haringey</li> </ul>
	19	e) Low Emission Neighbourhoods (LENs)	Transport Planning Pollution Regeneration	High (but funding may be available)	Medium	Try to obtain funding in 2018/19	Number of Low Emission neighbourhoods implemented in Haringey		<ul style="list-style-type: none"> <li>• Identify potentially suitable areas - possible areas e.g. Wood Green or as part of regeneration in Tottenham.</li> <li>• Apply for available funding</li> </ul>
		f) Strategic Procurement support the implementation of the Air Quality plan	Strategic procurement	Very Low ≤ £10K		2018	Adoption within policies  Quarterly Updates -		<ul style="list-style-type: none"> <li>• Incorporate specific reference to the Air Quality requirements within the 2018 procurement Strategy;</li> <li>• incorporate reference to Air Quality considerations in the Procurement Code of Practice document;</li> <li>• Adopt model Air Quality related clauses in our standard contracts;</li> </ul>

## Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
									<ul style="list-style-type: none"> <li>Introduce specific Air Quality sections within our transport DPS that will enable suppliers to achieve higher quality scores for using lower emission vehicles;</li> <li>Incorporate Air Quality provision in a number of Pan London Works related Frameworks let by the Council.</li> </ul>
		g) Low Emission Vehicle Strategy	Carbon management	Very Low ≤ £10K	Low NO2 PM CO2	2018-19	Adoption of strategy		<ul style="list-style-type: none"> <li>Develop LEV strategy in line with Transport Strategy.</li> <li>To include Canal boats within strategy</li> </ul>
		h) Trial of Road Closure around Schools	Operations	≤ Very Low ≤ £10K	Low NO2 PM CO2	2018-19	Feedback on trial  Report on future programme		<ul style="list-style-type: none"> <li>trial one road closure at the start and end of school time to inform us on a wider programme moving forward</li> </ul>
		i) Public recognition of businesses that	Strategy & Communicatio	Very Low ≤ £10K	Low	Short	Quarterly progress meeting on		<ul style="list-style-type: none"> <li>Publicise actions that local businesses take to promote good air quality in Haringey through the</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		contribute to good air quality j)	ns				agreed actions		<p>Council's external communications channels</p> <ul style="list-style-type: none"> <li>Recognise individual businesses or groups of businesses, whether by sector or locality, for innovation to commitment to improving air quality in the borough</li> </ul>
		k) Publicity of air quality status and Council activity	Strategy & Communications	Very Low ≤ £10K	Low	Short	Quarterly progress meeting on agreed actions		<ul style="list-style-type: none"> <li>Make the most recent air quality status from the borough's monitoring stations visible on the Council's website</li> <li>Publicise actions that the Council is taking to tackle air pollution through the Council's social media channels</li> </ul>
		l) Air Quality Focus Area: Investigate feasibility of tightening planning policy for Air Quality Focus Areas	Development Management	Very Low ≤ £10K	Low to Medium depending on level of implementation	Feasibility of tightening planning policy to be undertaken in next 12	Outcomes of feasibility work in next 12 months		<ul style="list-style-type: none"> <li>Consider mechanisms by which air quality impacts could have additional weight in Focus Areas and thus require stronger mitigation than elsewhere.</li> <li>Develop guidance to assist effective use of planning policy - in assessing and</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		m)				months			understanding mitigation options

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	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 £10 - £50K	Medium	By 2020	Work with TFL and GLA to reduce emission from transport	Review and update current planning policies to include transport and assess number of application with TS then report to GLA.	<ul style="list-style-type: none"> <li>See ASR</li> </ul>
	21	Discouraging unnecessary idling by taxis and other vehicles	Transport planning Pollution	Low £10 - £50K	Medium	By 2020	Raising awareness and enforcement	Brief and include police, fire bridge officers and TFL for licencing private hire and taxis.(TfL).	<ul style="list-style-type: none"> <li>Continue Engagement /awareness projects.</li> <li>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</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
									<p>idling and other environmental crimes occurring around school especially and in Haringey in general</p> <ul style="list-style-type: none"> <li>Licencing for taxis and private hire</li> </ul>
	22	Regular temporary car free days	Pollution and All	Low £10 - £50K	Medium	By 2020	Organise and car free day at least once per year	Implement and gain lessons from car free days. Carry out surveys after implementation	<ul style="list-style-type: none"> <li>Organise international car free day and Haringey specific car free day.</li> </ul>
	23	Using parking policy to reduce pollution emissions	Transport planning Pollution	Low £10 - £50K	Medium	By 2020	Modified parking policies to reduce air pollution	Educated CEO officer on car idling and issues parking fines	<ul style="list-style-type: none"> <li>Advisory notes to be issued to driver, COE officer to issue fines for idling crimes</li> </ul>
	24	n) 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	Low £10 - £50K	Medium	By 2020	Implementation of expanded ULEZ		<ul style="list-style-type: none"> <li>Communications campaign to let residents know of the economic impacts the Greater London ULEZ will have on them, and make aware the options residents have (public transport, cycling, walking and low emission vehicles)</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		of ULEZ							
		o) Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs	Transport Planning and Carbon Management	Very Low to Low	Low	2018/19	Number of EV car club cars in the borough		<ul style="list-style-type: none"> <li>Continue to increase the EV fleet within car clubs. (Currently 20%)</li> <li>Neighbourhoods for the Future aiming to increase EV charging in Wood Green to support this.</li> <li>All car club spaces in Wood green will be electrified as part of NoF</li> </ul>
		p) Increase the introduction and use of Car Clubs across the borough	Transport Planning Carbon Management Development Management	Low £10 - £50K	Low	2018/21	Number of new car club cars/bays and no. members		<ul style="list-style-type: none"> <li>Conditions are included to include car clubs spaces in developments</li> <li>Car clubs continue to expand number of spaces</li> <li>Continue to request car club spaces in new development</li> </ul>
		q) Free or discounted parking charges at existing parking meters	Parking Services Parking Services/	Low – medium £10 - £500K	Low	Short to medium	Investigation complete		<ul style="list-style-type: none"> <li>Review NOx and CO2 based charging and investigate mechanism to implement variable charging.</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		for zero emission cars	Finance						<ul style="list-style-type: none"> <li>Investigate feasibility of variable charging for permits based on NOx emissions.</li> </ul>
		r) 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							
		s) Installation of residential electric charge points including within developments	Planning Policy, <a href="#">Development Management</a> <a href="#">Pollution</a>	Low to High (OLEV funding for 75%, 25% and officer time can come from LIP).	Low to Medium depending on uptake NO2 PM CO2	Short to medium term	Number of EV charge points installed in residential areas		<ul style="list-style-type: none"> <li>Wood Green Area Action Plan requires new parking spaces to have EV recharging points</li> <li>Consider how to encourage EV in new developments – via policy or guidance</li> <li>Consider development of guide for mitigation of</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough)	Expected emissions/concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
				Up to £25k per charge point + electricity costs, but private funding may be an option					new developments. <ul style="list-style-type: none"> <li>Consider specific options in Tottenham regeneration areas</li> <li>Pursue as part of Neighbourhoods for the Future in Wood Green and roll out successful initiatives elsewhere in the borough</li> </ul>
		t) 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 £35k per charge point + electricity costs, each	Low to Medium depending on uptake	Short to medium	Number of rapid chargers installed for commercial vehicles		<ul style="list-style-type: none"> <li>Pursue as part of Neighbourhoods for the Future in Wood Green and roll out successful initiatives elsewhere in the borough.</li> <li>Plans to deliver 3 points in the borough (Crouch End 2, Wood Green 1).</li> <li>Rapid charging for taxi ranks in Wood Green (NoF)</li> </ul>
		u) Reprioritisation of road space; reducing parking at some destinations and or	Transport Planning,  TfL	Medium to High	Low to Medium  NO2  PM	Ongoing 2018-2022	Number of relevant major schemes implemented		<ul style="list-style-type: none"> <li>Mayor of London Healthy streets initiative - Haringey awarded funding for 'Liveable Neighbourhoods' project in Crouch End</li> <li>Investigate potential for</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough )	Expected emissions/ concentrations/ benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
		restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic			CO2				additional schemes in Focus Areas <ul style="list-style-type: none"> <li>• Bus priority measures</li> <li>• Bus enabling measures</li> <li>• Cycle parking</li> </ul> <ul style="list-style-type: none"> <li>• Priority in Borough Transport Plan</li> </ul>
	25	Provision of infrastructure to support walking and cycling	Development Management Transport Planning	Low to High	Low to Medium depending on level of implementation	Action plan developed by summer 2018  Adopted 2019  Ongoing actions	Cycling and Walking action plan adopted  Walking mode share (as per target in LIP)  Cycling mode share (as per		<ul style="list-style-type: none"> <li>• 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.</li> <li>• Require submission of travel plan a transport assessments for developments in line with TFL thresholds</li> <li>• Develop Cycling and Walking Action Plan in</li> </ul>

Appendix 2

Action category	Action ID	Action name and description	Responsibility	Cost (to Borough )	Expected emissions/ concentrations benefit	Timescale for implementation	How implementation will be monitored	Outputs, Targets and KPIs	Further Information
							target in LIP)  Increase in Cycle parking spaces		line with Transport Strategy  <ul style="list-style-type: none"> <li>• Borough led investment to promote cycling includes measures in the LIP:</li> <li>• To promote and support cycling via Cycle Training and Cycle Maintenance workshops</li> <li>• local cycle routes</li> <li>• increase cycle parking</li> <li>• Crouch End Liveable Neighbourhoods Project</li> </ul>

DRAFT

DRAFT

- Report for:** Budget Scrutiny Panels
- Housing and Regeneration Scrutiny Panel, 17<sup>th</sup> December 2018
  - Children and Young People Scrutiny Panel, 18<sup>th</sup> December 2018
  - Environment and Community Safety Scrutiny Panel, 18<sup>th</sup> December 2018
  - Overview and Scrutiny Committee, 14th January 2019
  - Adults and Health Scrutiny Panel, 17<sup>th</sup> January 2019
- Title:** Scrutiny of the 2019/20 Draft Budget / 5 Year Medium Term Financial Strategy (2019/20-2023/24)
- Report authorised by:** Jon Warlow, Director of Finance and Section 151 Officer
- Lead Officer:** Oladapo Shonola, Lead Officer Budget & MTFS
- Ward(s) affected:** N/A
- Report for Key/  
Non Key Decision:** N/A

**1. Describe the issue under consideration**

- 1.1 To consider and comment on the Council's 2019/20 Draft Budget / 5 year Medium Term Financial Strategy (MTFS) 2019-20 - 2023 proposals relating to the Scrutiny Panels' remit.

**2. Recommendations**

- 2.1 That the Panels consider, and provide recommendations to Overview and Scrutiny Committee, on the 2019-20 Draft Budget/MTFS 2019/20 to 2023/24 and savings proposals relating to the Scrutiny Panel's remit.

**3. Background information**

- 3.1 The Council's Overview and Scrutiny Procedure Rules (Constitution, Part 4, Section G) state: "The Overview and Scrutiny Committee shall undertake scrutiny of the Council's budget through a Budget Scrutiny process. The procedure by which this operates is detailed in the Protocol covering the Overview and Scrutiny Committee".
- 3.2 Also laid out in this section is that "the Chair of the Budget Scrutiny Review process will be drawn from among the opposition party Councillors sitting on the Overview and Scrutiny Committee. The Overview and Scrutiny Committee shall not be able to change the appointed Chair unless there is a vote of no confidence as outlined in Article 6.5 of the Constitution".

#### **4. Overview and Scrutiny Protocol**

- 4.1 The Overview and Scrutiny Protocol lays out the process of Budget Scrutiny and includes the following points:
- a. The budget shall be scrutinised by each Scrutiny Review Panel, in their respective areas. Their reports shall go to the OSC for approval. The areas of the budget which are not covered by the Scrutiny Review Panels shall be considered by the main OSC.
  - b. A lead OSC member from the largest opposition group shall be responsible for the co-ordination of the Budget Scrutiny process and recommendations made by respective Scrutiny Review Panels relating to the budget.
  - c. Overseen by the lead member referred to in paragraph 4.1.b, each Scrutiny Review Panel shall hold a meeting following the release of the December Cabinet report on the new Draft Budget/MTFS. Each Panel shall consider the proposals in this report, for their respective areas. The Scrutiny Review Panels may request that the Cabinet Member for Finance and/or Senior Officers attend these meetings to answer questions.
  - d. Each Scrutiny Review Panel shall submit their final budget scrutiny report to the OSC meeting in January containing their recommendations/proposal in respect of the budget for ratification by the OSC.
  - e. The recommendations from the Budget Scrutiny process, ratified by the OSC, shall be fed back to Cabinet. As part of the budget setting process, the Cabinet will clearly set out its response to the recommendations/ proposals made by the OSC in relation to the budget.

#### **5. Draft Budget (2019/20) / 5 year MTFS (2019/20 – 2023/24)**

- 5.1 The MTFS agreed by Council in February 2018 recognised a budget gap of £11m in 2019/20 that would need to be closed through further budget reductions. The proposed 2019/20 new budget reductions required to help close this gap (i.e. savings, cuts and income generation) of £7m in 2019/20 (rising to £12.8m by 2023/24) are presented for scrutiny.
- 5.2 Even with the budget reduction options set out in Appendix D being approved when the budget is finalised in February, it is presently estimated that the Council will need to have put into effect £6.5m of further budget reductions. This is after the planned utilisation of £10.5m of corporate reserves and balances in 2019/20. The current 2019/20 gap of £6.5m still needs to be addressed before the Final Budget/ MTFS is submitted to Cabinet and Council in February 2019.
- 5.3 The Council continues to have a structural funding gap in 2020/21 estimated at £18.4m - this rises to £26.4m in 2023/24. This gap will be reduced to the extent that further ongoing budget reductions are identified and put into effect in 2019/20.
- 5.4 Scrutiny panel recommendations relating to 2018/19 savings that were previously considered in December 2017/January 2018 which also form part of the 2018/19 budget setting process are attached at Appendix D.
- 5.5 This meeting is asked to consider the proposals relating to the services within its remit and to make draft recommendations to be referred to the Overview and Scrutiny

Committee on 28<sup>th</sup> January 2019 for discussion, prior to approval and referral to Cabinet for consideration in advance of the Full Council meeting on 25<sup>th</sup> February 2019. For reference the remit of each Scrutiny Panel is as follows:

- Priority 1/People (Children) – Children and Young People Scrutiny Panel
- Priority 2 / People (Adults) – Adult and Health Scrutiny Panel
- Priority 3 / Place – Environment and Community Safety Scrutiny Panel
- Priority 4 / Economy – Housing and Regeneration Scrutiny Panel
- Priority 5 / Housing – Housing and Regeneration Scrutiny Panel
- Priority X / Your Council– Overview and Scrutiny Committee

5.6 As an aide memoire to assist with the scrutiny of budget proposals, possible key lines of enquiry are attached at Appendix A. This report is specifically concerned with Stage 1 (planning and setting the budget) as a key part of the overall annual financial scrutiny activity.

5.7 Appendix B sets out the summary of the Draft Budget / 5 year MTFs by priority area.

## **6. Contribution to strategic outcomes**

6.1 The Budget Scrutiny process for 2019/20 will contribute to strategic outcomes relating to all Council priorities.

## **7. Statutory Officers comments**

### **Finance**

7.1 There are no financial implications arising directly from this report. Should any of the work undertaken by Overview and Scrutiny generate recommendations with financial implications then these will be highlighted at that time.

### **Legal**

7.2 There are no immediate legal implications arising from this report.

7.3 In accordance with the Council's Constitution (Part 4, Section G), the Overview and Scrutiny Committee should undertake scrutiny of the Council's budget through a Budget Scrutiny process. The procedure by which this operates is detailed in the Protocol, which is outside the Council's constitution, covering the Overview and Scrutiny Committee.

### **Equality**

- 7.4 The draft Borough Plan sets out the Council's overarching commitment to tackling poverty and inequality and to working towards a fairer Borough.
- 7.5 The Council is also bound by the Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
  - Advance equality of opportunity between people who share those protected characteristics and people who do not
  - Foster good relations between people who share those characteristics and people who do not.
- 7.6 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 7.7 The Council has designed the proposals in this report with reference to the aims of the Borough Plan to reduce poverty and inequality. The Council is committed to protecting frontline services wherever we can and the budget proposals have focused as far as possible on delivering efficiencies or increasing income, rather than reduction in services.
- 7.8 As plans are developed further, each area will assess the equality impacts and potential mitigating actions in more detail. Final EQIAs will be published alongside decisions on specific proposals.
- 7.9 Any comments received will be taken into consideration and a further update will be brought to Cabinet on 12<sup>th</sup> February 2018.

## **8. Use of Appendices**

Appendix A – Key lines of enquiry for budget setting

Appendix B – 5 year Draft Budget (2019-20) / Medium Term Financial Strategy  
(2019/20 – 2023/24) - Cabinet 11<sup>th</sup> December 2018

Appendix C – 2018 (Prior Year) Overview & Scrutiny Recommendations

Appendix D – 2019 (New) Budget Proposals

## **9. Local Government (Access to Information) Act 1985**

Background papers: 2019/20 Draft Budget / 5 year MTFS (2019/20 – 2023/24) -  
Cabinet 11<sup>th</sup> December 2018

## **Financial Scrutiny: Understanding your Role in the Budget Process**

This document summarises issues and questions you should consider as part of your review of financial information. You might like to take it with you to your meetings, and use it as an aide-memoir.

### **Overall, is the MTFS and annual budget:**

- A financial representation of the council's policy framework/ priorities?
- Legal (your Section 151 Officer will specifically advise on this)?
- Affordable and prudent?

### **Stage 1 – planning and setting the budget**

Always seek to scrutinise financial information at a strategic level and try to avoid too much detail at this stage. For example, it is better to ask whether the proposed budget is sufficient to fund the level of service planned for the year rather than asking why £x has been cut from a service budget.

Possible questions which Scrutiny members might consider –

- Are the MTFS, capital programme and revenue budget financial representations of what the council is trying to achieve?
- Does the MTFS and annual budget reflect the revenue effects of the proposed capital programme?
- How does the annual budget relate to the MTFS?
- What level of Council Tax is proposed? Is this acceptable in terms of national capping rules and local political acceptability?
- Is there sufficient money in “balances” kept aside for unforeseen needs?
- Are services providing value for money (VFM)? How is VFM measured and how does it relate to service quality and customer satisfaction?
- Have fees and charges been reviewed, both in terms of fee levels and potential demand?
- Does any proposed budget growth reflect the council's priorities?
- Does the budget contain anything that the council no longer needs to do?
- Do service budgets reflect and adequately resource individual service plans?
- Could the Council achieve similar outcomes more efficiently by doing things differently?

### **Stage 2 – Monitoring the budget**

It is the role of “budget holders” to undertake detailed budget monitoring, and the Executive and individual Portfolio Holders will overview such detailed budget monitoring. Budget monitoring should never be carried out in isolation from service performance information. Scrutiny should assure itself that budget monitoring is being carried out, but should avoid duplicating discussions and try to add value to the process. Possible questions which Scrutiny members might consider –

- What does the under/over spend mean in terms of service performance? What are the overall implications of not achieving performance targets?
- What is the forecast under/over spend at the year end?
- What plans have budget managers and/or the Portfolio Holder made to bring spending back on budget? Are these reasonable?
- Does the under/over spend signal a need for a more detailed study into the service area?

**Stage 3 – Reviewing the budget**

At the end of the financial year you will receive an “outturn report”. Use this to look back and think about what lessons can be learned. Then try to apply these lessons to discussions about future budgets. Possible questions which Scrutiny members might consider –

- Did services achieve what they set out to achieve in terms of both performance and financial targets?
- What were public satisfaction levels and how do these compare with budgets and spending?
- Did the income and expenditure profile match the plan, and, if not, what conclusions can be drawn?
- What are the implications of over or under achievement for the MTFS?
- Have all planned savings been achieved, and is the impact on service performance as expected?
- Have all growth bids achieved the planned increases in service performance?
- If not, did anything unusual occur which would mitigate any conclusions drawn?
- How well did the first two scrutiny stages work, were they useful and how could they be improved?

**HARINGEY GENERAL FUND BUDGET 2019/20 AND MEDIUM TERM FINANCIAL  
PLAN 2019/24**

**Appendix B**

	2018/19 Budget	Movemen t	2019/20 Projecte d	Movemen t	2020/21 Projecte d	Movemen t	2021/22 Projecte d	Movemen t	2022/23 Projecte d	Movemen t	2023/24 Projected
<b>Services</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
Priority 1	54,525	4,766	59,291	(401)	58,890	(90)	58,800	0	58,800	0	58,800
Priority 2	91,809	6,319	98,128	(4,584)	93,544	(6)	93,538	39	93,577	(100)	93,477
Priority 3	27,920	(731)	27,189	(1,565)	25,624	(600)	25,024	(70)	24,954	(70)	24,884
Priority 4	4,716	(2,310)	2,406	(15)	2,391	0	2,391	0	2,391	0	2,391
Priority 5	19,833	(1,036)	18,797	(708)	18,089	(573)	17,516	0	17,516	0	17,516
Priority X	38,281	(2,795)	35,487	(2,505)	32,982	(25)	32,957	(6)	32,951	(6)	32,945
Non Service Revenue	13,026	23,521	36,548	(92)	36,456	5,532	41,988	9,416	51,404	8,041	59,445
Further Savings to be identified	0	(6,521)	(6,521)	(11,921)	(18,443)	(1,532)	(19,974)	(4,029)	(24,003)	(2,414)	(26,417)
Contribution from Reserves and Balances		(10,487)	(10,487)	10,487	0	0	0	0	0	0	0
<b>Total Budget Requirement</b>	<b>250,110</b>	<b>10,726</b>	<b>260,836</b>	<b>(11,304)</b>	<b>249,533</b>	<b>2,706</b>	<b>252,239</b>	<b>5,350</b>	<b>257,589</b>	<b>5,451</b>	<b>263,040</b>
<b>Funding</b>											
New Homes Bonus	(2,736)	336	(2,400)	200	(2,200)	0	(2,200)	0	(2,200)	0	(2,200)
Adult Social Care Grant	(718)	718	0	0	0	0	0	0	0	0	0
Revenue Support Grant	(30,202)	8,561	(21,641)	1,626	(20,015)	1,658	(18,357)	0	(18,357)	0	(18,357)
Council Tax	(101,917)	(3,826)	(105,744)	(2,658)	(108,401)	(3,253)	(111,654)	(3,350)	(115,004)	(3,451)	(118,455)
Retained Business Rates by Pool	(20,729)	(3,500)	(24,229)	0	(24,229)	(612)	(24,841)	(500)	(25,341)	(500)	(25,841)
Top up Business Rates	(56,702)	(1,310)	(58,012)	(547)	(58,559)	(1,485)	(60,044)	(1,500)	(61,544)	(1,500)	(63,044)
<b>Total Main Funding</b>	<b>(213,004)</b>	<b>979</b>	<b>(212,025)</b>	<b>(1,379)</b>	<b>(213,404)</b>	<b>(3,691)</b>	<b>(217,095)</b>	<b>(5,350)</b>	<b>(222,446)</b>	<b>(5,451)</b>	<b>(227,897)</b>
Public Health	(20,209)	532	(19,677)	0	(19,677)	0	(19,677)	0	(19,677)	0	(19,677)
Other core grants	(16,897)	(12,237)	(29,134)	12,682	(16,452)	986	(15,466)	0	(15,466)	0	(15,466)
<b>TOTAL FUNDING</b>	<b>(250,110)</b>	<b>(10,726)</b>	<b>(260,836)</b>	<b>11,304</b>	<b>(249,533)</b>	<b>(2,706)</b>	<b>(252,239)</b>	<b>(5,350)</b>	<b>(257,589)</b>	<b>(5,451)</b>	<b>(263,040)</b>

## Appendix C – Prior Year Overview & Scrutiny Committee Recommendations

### Budget Scrutiny Recommendations – Environment and Community Safety Scrutiny Panel

#### Priority 3

Ref	MTFS Proposal	Recommendation	Cabinet response
3.7	Rationalisation of Parking Visitor Permits	<p>That clarification be provided regarding the concessionary rate for parking visitor permits.</p> <p>N.B. The service has been confirmed that the concessionary rate was reduced from 75 to 65, as recommended by the Overview and Scrutiny Committee in its response to Cabinet on the MTFS dated January 2017</p>	Noted
3.8	Relocation of Parking/CCTV Process and Appeals	<p>That the equalities impact assessment (EIA) in respect of the proposal to relocate parking/CCTV processes and appeals be circulated to the Panel</p> <p>N.B. The EIA will be circulated to Panel Members</p>	Noted

**Appendix C – Prior Year Overview & Scrutiny Committee Recommendations**

Ref	MTFS Proposal	Recommendation	Cabinet response
3.2	Charging for Bulky Household Waste	<p><b>Given the potential negative impact on recycling levels and a potential increase in fly tipping, that Cabinet re-examine whether the savings proposed are financially achievable in the round.</b></p>	<p>There is no negative impact on recycling as a result of the charge. If residents do not take up the bulky collection it is expected that items will either be taken to the Reuse &amp; Recycle Centre or residents will arrange alternative collections. It is possible that a minority of residents may choose to fly tip their waste, as some do now, but the new charge for collections is unlikely to encourage previously law-abiding residents to change their behaviour in this way.</p> <p>Weekly monitoring does not show any significant increase in fly-tipping since charges were introduced. Fly-tips are collected by Veolia in the same way as bulky waste and will be taken to the Biffa MRF as will items from the reuse and recycle centre. Even if items are fly-tipped rather than collected they will</p>

## Appendix C – Prior Year Overview & Scrutiny Committee Recommendations

Ref	MTFS Proposal	Recommendation	Cabinet response
			<p>still be recycled.</p> <p>In summary, there is no loss of recycling to the system nor an increase in fly-tipping since charges were introduced. We continue to monitor the take up of bulky waste collections and fly tipping around the borough closely, and are working across services and with Veolia to implement an action plan to reduce this further.</p>
3.1  3.2  3.3	Green Waste Charging  Charging for Bulky Household Waste  Charging for Replacement Wheelie	<p><b>That Cabinet note that OSC have concerns over the proposed charges for green waste and that the possibility of including a concessionary rate be explored as part of the fees and charges setting process.</b></p>	<p>This will be considered as part of the wider review of fees and charges undertaken as part of the 2019/20 MTFS process.</p>

**Appendix C – Prior Year Overview & Scrutiny Committee Recommendations**

Ref	MTFS Proposal	Recommendation	Cabinet response
	Bins		
3.1  3.2  3.3	Green Waste Charging  Charging for Bulky Household Waste  Charging for Replacement Wheelie Bins	That the Panel continue to monitor the impact of the introduction of charges for replacement bins and collection of green waste and bulky items.	N/A

This page is intentionally left blank

### Summary of priority 3 (Environment & Neighbourhood) budget reduction proposals

	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Title	Budget Reduction					
	£'000	£'000	£'000	£'000	£'000	£'000
Additional HMO Licensing Scheme for HMO	-	400	-	-	-	400
Review and Extension of CPZ coverage	500	-	-	-	-	500
Waste, CS & Enforcement: Efficiency Savings on Veolia Contract	100	-	-	-	-	100
Increase in Moving Traffic Enforcement	260	40	-	-	-	300
Healthmatic Toilets	30	-	-	-	-	30
Extending parking enforcement	350	-	-	-	-	350
Litter Enforcement	-	100	-	-	-	100
Soft FM Efficiency	25	25	50	-	-	100
Leisure centre concessions	-	-	50	70	70	190
London Construction Programme Revenue	200	-	-	-	-	200
Flexible Police Resourcing	200	-	-	-	-	200
Waste Service Programme	-	500	-	-	-	500
Parking Transformation Programme	-	500	500	-	-	1,000
<b>Place Totals</b>	<b>1,665</b>	<b>1,565</b>	<b>600</b>	<b>70</b>	<b>70</b>	<b>3,970</b>

**Business Planning / MTFs Options  
2019/20 – 2023/24**

Ref:  
PL1

<b>Title of Option:</b>	<b>Additional HMO Licensing Scheme for HMO</b>		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Lynn Sellar</b>
<b>Affected Service(s):</b>	<b>Community Safety &amp; Enforcement</b>	<b>Contact / Lead:</b>	<b>Lynn Sellar</b>

**Description of Option:**

- *What is the proposal in essence? What is its **scope**? What will **change**?*
- *What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)*
- **How does this option ensure the Council is still able to meet statutory requirements?**
- *How will the proposal deliver the benefits outlined?*

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

**Licensing of Houses in Multiple Occupation is a Mandatory Function. Owners of eligible properties have to pay a fee of £208 per habitable unit to licence with the local authority.**

**As of April 2018 the definition of a Mandatory HMO has changed and now includes properties regardless of the number of storeys. This will expand the number of properties within our borough which will require licensing as previously they would have fallen outside this definition. This scheme became operational as of 1<sup>st</sup> October 2018.**

**Licensing of Mandatory HMO accommodation is a statutory function within Housing Act 2004.**

**The licensing of smaller HMO accommodation is a discretionary power that Haringey has adopted the use of. Additional HMO licensing exists within 5 wards of Tottenham and will end in May 2019.**

**Plans to extend Additional HMO Licensing across the borough and introduce selective licensing is proposed in 29 hot spots. The aim is to have both schemes in place by the end of 2019-20. These schemes have a 5 year lifetime and can be renewed at the end of this period.**

**HMO Licensing includes the inspection of property to ensure that it meets all legal standards. The aim of licensing is to improve living conditions for those tenants residing within this property type and to reduce the impact that this type of property can have on the local community.**

Where it is a legal requirement of the property owner to licence, the onus is on the landlord or managing agent to ensure they fulfil their legal obligation. The aim of HMO Licensing in Haringey is to ensure that this property type is safe and well maintained for the tenants living within it. The property will be inspected for standards based on risk. Any property failing to meet standards will be prosecuted as per the legislation pertaining to this. Properties which are found to have failed to licence will be enforced against.

Additional fee income will be used to cover the costs of related services.

**Mitigation to avoid negative consequences of the HMO licensing scheme**

Through Migration Impact Funding (MIF) we are seeking to recruit 3 housing needs advisors who will sit within the Housing Improvement Team (HIT) and work alongside HMO Licensing officers and well as Homes for Haringey housing needs advisors. The aim of their role is to provide early intervention in cases where there may be displacement following our interventions or cases of tenants being negatively affected by their living conditions. Advisors will ensure that tenants understand their responsibilities as well as those of the landlord. This intervention aims to reduce landlords' use of section 21 eviction powers to evict tenants.

2018/19 Service Budget (£000s)					
Savings	2019/20	2020/21	2021/22	2022/23	2023/24
<i>All savings shown on an incremental basis</i>	£000s	£000s	£000s	£000s	£000s
<b>New net additional savings</b>		400			

### Impact / non-financial benefits and disbenefits

#### What is the likely impact on customers and how will negative impacts be mitigated or managed?

*List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)*

#### POSITIVE IMPACTS

Positive impact for tenants who reside in poorly maintained /managed HMO accommodation.

Properties found to be in use without a licence can have Rent Re-Payment Orders (RRO) placed on them if prosecuted and found guilty. The tenant can take his or her own RRO claim. Tenants are also protected from sec 21 housing evictions.

Those living in the local community should be positively impacted if they live in an area where this property type is not managed effectively. Licence conditions last for 5 year period, so landlords remain responsible for this duration.

Licensing produces a register of licence holders who have to be fit and proper persons. This allows tenants and Haringey officers to have direct contact details of the person they need to contact if things are failing.

Landlords and letting agents can advertise their properties as being licensed with the council, as a means of showing they meet standards and are compliant, good landlords in our borough.

#### NEGATIVE IMPACTS

Landlords have to pay a licence fee, although this is not burdensome with the average cost equating to £4 per week based on a 5 room HMO. That is 80p per week per tenant.

Some landlords have claimed to pass this cost on to tenants so tenants are concerned their rents will rise.

**Mitigation/management – Landlords can claim this expense back from Inland revenue.**

Landlord has to meet conditions and have works done to the property to meet statutory requirement.

**Mitigation/management – Licensing conditions only ask for what is already a legal requirement for HMO accommodation. If they do not have these elements already then they have always been non-compliant.**

**What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?**

*List both positive and negative impacts.*

**Positive Impact.**

Makes identifying responsible owners of property easier for staff as there is a register of their contact details.

Provides a database of known HMO accommodation for the borough

Greater joining up of resources and service delivery.

**Negative Impacts.**

Increase in workload for officers in Housing improvement Team and other services.

**How does this option ensure the Council is able to meet statutory requirements?**

**Licensing is a statutory function which supports the other statutory functions around enforcement response, fly tipping, noise and anti-social behaviour.**

**Properties are often identified through licensing that do not have planning permission, or which are failing to declare habitable units to Council Tax.**

**Licensing and early intervention will assist with the Homelessness Reduction Act and the impact of identifying non-compliance within HMO accommodation and the impact this can have on evictions etc.**

**Risks and Mitigation**

*What are the main risks associated with this option and how could they be mitigated?*

Risk	Impact H/M/L	Probability H/M/L	Mitigation
Extension to Licensing will not be agreed by cabinet	H	L	New Cabinet administration fully advised on its advantages.

Landlords fail to license upfront, consequence is fee income will be stunted	H	M	<p>Offer early bird, discount incentive to landlords who licence early.</p> <p>Prosecutions early on against those who have failed to licence to show that it is not an option to be tolerated.</p>
Fail to recruit adequately trained officers to carry out HMO Licensing Function.	H	M	<p>Re-examine delivery structure, look at alternative means of employment type/background, re-negotiate starting salaries to reflect competitive market in this area.</p>

DRAFT

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL2
-------------

<b>Title of Option:</b>	Review and extension of CPZ coverage		
<b>Priority:</b>	Place	<b>Responsible Officer:</b>	Ann Cunningham
<b>Affected Service(s):</b>	Operations	<b>Contact / Lead:</b>	Ann Cunningham

### Description of Option:

- *What is the proposal in essence? What is its **scope**? What will **change**?*
- *What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)*
- **How does this option ensure the Council is still able to meet statutory requirements?**
- *How will the proposal deliver the benefits outlined?*

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

### This is an invest to save bid.

At present approximately 80% of the borough is subject to parking controls. Those controls not only ensure road safety and the free flow of traffic, but support the delivery of Borough Plan objectives as well as the Transport Strategy objectives. The parking account also delivers an annual surplus of approximately £10m, which is ring-fenced for spending on transport-related services.

There is an increasing demand for parking controls as residents struggle to park near their home, with many areas waiting years for measures to be implemented. Additional pressures arise this year due to the opening of the new Spurs Stadium.

This increased demand exceeds what we can deliver annually through current funding levels. In addition, our incremental approach generates further displacement, resulting in new pressures arising in other roads, and new demands for interventions.

We therefore propose an accelerated programme this year to 'catch up', which will allow us to deliver to resident and Member expectations, make appropriate provision for running costs, dealing with current budget gaps, while generating a surplus. This will require an additional £495k capital, with revenue generated next year. This business case sets out the proposed programme, and expected income levels.

### **CPZ – Background Statistics**

- Full existing CPZ coverage - 741 streets
- 8 New Schemes – 99 streets (13% increased coverage)
- 12 Review Schemes – incl. disabled bays and waiting and loading bays
- Reactive Maintenance – Lines and Signs to enable enforcement

### **Model Assumptions – revenue costs from Year 2**

**For illustration purposes the business case presents a straight line model that averages out the expected income evenly over a 10 year period. It is likely that enforcement contraventions are at their highest in earlier years, with an expected increase in compliance in later years.**

**The business case sets out the total capital cost of £795k, the required capital funding is £495k, the service will fund £300k from its existing parking plan capital budget.**

The revenue costs (year 3 onwards) required to sustain the operation is £500k per year that will be funded from the projected income (Permits and PCN) of £1m per year, giving a net projected income over expenditure of £500k.

The business case model illustrates a payback period of 2 years - income over expenditure £73k. Subsequent years (year 3 onwards) income over expenditure of £500k.

1. Financial benefits summary					
2018/19 Service Budget (£000s)					
<b>Savings</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
<i>All savings shown on an incremental basis</i>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
<b>New net additional savings</b>	500				

Impact / non-financial benefits and disbenefits
<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>This will ensure that the Council meets its obligations in terms of enforcing the parking restrictions and will make roads safer for all.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>This proposal will offer a more robust parking enforcement offer, supporting Businesses and residents.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p>This growth in enforcement will help the Council meet its statutory obligations in terms of managing the road network. It will support the delivery of P3 and transport strategy objectives.</p>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
There are difficulties in recruiting Civil Enforcement officers at present.	H	L	We will work with Recruitment to make the offer look attractive and encouraged interest in working with us. We will also start the recruitment process early allowing for any delays in attracting suitable candidates.

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL3
-------------

<b>Title of Option:</b>	Waste, CS & Enforcement: Efficiency Savings on Veolia Contract		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Stephen McDonnell</b>
<b>Affected Service(s):</b>	<b>Waste</b>	<b>Contact / Lead:</b>	<b>Ian Kershaw</b>

### Description of Option:

- *What is the proposal in essence? What is its **scope**? What will **change**?*
- *What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)*
- **How does this option ensure the Council is still able to meet statutory requirements?**
- *How will the proposal deliver the benefits outlined?*

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

These are efficiency savings secured in recent contract negotiations with Veolia. They will be delivered with no impact on services or performance. National legislation has meant the contractor is unable to meet recycling targets. This efficiency has been negotiated with the contractor. The contractor will make payments to offset the shortfall in targets and increased disposal costs.

*There is no further impact on Council objectives.*

Recycling collection is part of the wider integrated waste management contract with Veolia. The overall contract value is approximately £17m. Waste collection (including fortnightly residual and weekly recycling and food waste amounts to approximately £7m of that cost.

Although these savings are associated with the recycling rate they will not be impacted by other measures. They reflect the contractor's inability to meet the recycling targets set at the outset of the contract. The contract still retains financial penalties for failure to meet recycling targets. If the contractor improves performance by lower disposal costs. If performance falls there will be increased penalties.

There are no specific existing savings associated with the recycling collection however there are savings associated with the wider waste contract largely around charged services.

Net New Savings - £100k in first year

### 1. Financial benefits summary

2018/19 Service Budget (£000s)					
Savings <i>All savings shown on an incremental basis</i>	2019/20 £000s	2020/21 £000s	2021/22 £000s	2022/23 £000s	2023/24 £000s
<b>New net additional savings</b>	100				

<b>Impact / non-financial benefits and disbenefits</b>
<b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b> <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i>
None
<b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b> <i>List both positive and negative impacts.</i>
None
<b>How does this option ensure the Council is able to meet statutory requirements?</b>
No impact.

<b>Risks and Mitigation</b>	
<i>What are the main risks associated with this option and how could they be mitigated?</i>	
Risk	Mitigation
These savings are dependent on the current contractual arrangement with Veolia. Change of supplier would likely lose these savings.	Ensure any new contract or delivery takes account of these savings in baseline costs.
Savings will cease entirely at the end of our contract with Veolia in 2024/25.	

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL4
-------------

<b>Title of Option:</b>	<b>Increase in Moving Traffic Enforcement</b>		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Ann Cunningham</b>
<b>Affected Service(s):</b>	<b>Parking and Traffic Enforcement</b>	<b>Contact / Lead:</b>	<b>Ann Cunningham</b>

### Description of Option:

- What is the proposal in essence? What is its **scope**? What will **change**?
- What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)
- **How does this option ensure the Council is still able to meet statutory requirements?**
- How will the proposal deliver the benefits outlined?

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

The parking and traffic enforcement service enforces moving traffic contraventions at a number of locations. This project proposes the relocation of some existing unattended cameras to locations requiring enforcement, as well as introducing additional cameras at a new location.

It has been identified that the junction of Wood Green High Rd / Station N22 would benefit from the implementation of a yellow box junction, to aid vehicular movement as well as reducing road casualties. This will require the installation of 3 CCTV cameras, due to the layout of the junction, as well as the yellow box markings.

It is estimated through surveys previously undertaken that in the region of 5,800 PCNs would be issued at the proposed new locations, generating in the region of £300k in fines. This additional income will need to be ring fenced to fund transport related services, for instance contributing to concessionary travel costs.

**One off Growth Required:** £40k Capital 2019/20

1. Financial benefits summary					
2018/19 Service Budget (£000s)					
Savings	2019/20	2020/21	2021/22	2022/23	2023/24
<i>All savings shown on an incremental basis</i>	£000s	£000s	£000s	£000s	£000s
<b>New net additional savings</b>	260	40			

<b>Impact / non-financial benefits and disbenefits</b>
<b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b> <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i>
Those proposals will aid road safety and support the delivery of corporate priorities and Transport strategy objectives.
<b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b> <i>List both positive and negative impacts.</i>
Fewer casualties and improved flow of traffic
<b>How does this option ensure the Council is able to meet statutory requirements?</b>
<b>Yes. It supports our road network management and road safety obligations.</b>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
Surveys undertaken a while ago indicated levels of contraventions and driver behaviour may have changed.	H	L	Monitoring and evaluation
Resource levels and demands may influence delivery timescales.	H	L	Scheduling of works.

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL5
-------------

<b>Title of Option:</b>	<b>Waste, CS &amp; Enforcement: Removal of Healthmatic Public Toilets</b>		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Stephen McDonnell</b>
<b>Affected Service(s):</b>	<b>Waste</b>	<b>Contact / Lead:</b>	<b>Ian Kershaw</b>

### Description of Option:

- What is the proposal in essence? What is its **scope**? What will **change**?
- What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)
- **How does this option ensure the Council is still able to meet statutory requirements?**
- How will the proposal deliver the benefits outlined?

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

Removal of two automated WCs (one near Finsbury Park, one on Wood Green High Road) and direction of customers to alternatives local facilities.

The toilets are poorly used, unattractive and there are alternative facilities of a higher standard nearby.

Removal may be perceived by some as an improved look to the streetscene. Others may see withdrawal as a loss.

Pavements will need 'making good' and utilities capping after removal which would require a one-off capital outlay.

In 2017 the Wood Green facility was visited 1185 times and the Finsbury Park facility 4603 times. This equates to approximately £5 per use. For the Finsbury Park facility, peaks occurred when major events were taking place in the park, when numerous other toilets are also available and supplied at the expense of the event provider.

<b>1. Financial benefits summary</b>					
<b>2018/19 Service Budget (£000s)</b>					
<b>Savings</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
<i>All savings shown on an incremental basis</i>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
<b>New net additional savings</b>	30				

<b>Impact / non-financial benefits and disbenefits</b>
<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>Most customers will likely perceive this as an improvement on the streetscene. Some customers may need signing/directing to alternative provision.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>Most customers will likely perceive this as an improvement on the streetscene. Some customers may need signing/directing to alternative provision.</p> <p>No discussions have taken place with other stakeholders. The Wood Green BID should be consulted on the withdrawal of the Wood Green High Road automated convenience.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p>No impact on statutory requirements.</p>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
Some customers may see this as a withdrawal of a service particularly for those more vulnerable/elderly	L	L	Signposting to alternative provision and promotion of community toilet scheme

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL6
-------------

<b>Title of Option:</b>	Extending parking enforcement		
<b>Priority:</b>	Place	<b>Responsible Officer:</b>	Ann Cunningham
<b>Affected Service(s):</b>	Parking and Traffic Enforcement	<b>Contact / Lead:</b>	Ann Cunningham

### Description of Option:

- What is the proposal in essence? What is its **scope**? What will **change**?
- What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)
- **How does this option ensure the Council is still able to meet statutory requirements?**
- How will the proposal deliver the benefits outlined?

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

### This is an invest to save bid.

The parking enforcement operation consists of two enforcement streams; on-street and car parks, and CCTV enforcement. This involves an establishment of 60 on-street CEOs and 13 CCTV operators plus management structures.

Changes to regulations in 2014 significantly reduced the enforcement of on-street parking restrictions by CCTV cameras. This enforcement reverted to the on-street operations, without resources increasing.

Over the past two years year we also rolled out 8 new CPZs, without increasing enforcement capacity. We now need to increase staff numbers to provide an adequate enforcement service and deal with the growing demand in North Tottenham.

See also proposal PL2 – Review and Extension of CPZ coverage

This will involve a one off capital allocation for handheld devices and other essential equipment. Any additional income will need to be ring fenced to fund transport related services, for instance contributing to concessionary travel costs.

One off Growth Required: £450k Revenue in 2019/20; £40k Capital in 2019/20.

1. Financial benefits summary					
2018/19 Service Budget (£000s)					
Savings	2019/20	2020/21	2021/22	2022/23	2023/24
<i>All savings shown on an incremental basis</i>	£000s	£000s	£000s	£000s	£000s
<b>New net additional savings</b>	-350				

### Impact / non-financial benefits and disbenefits

<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>This will ensure that the Council meets its obligations in terms of enforcing the parking restrictions and will make roads safer for all.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>This proposal will offer a more robust parking enforcement offer, supporting Businesses and residents.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p><b>This growth in enforcement will help the Council meet its statutory obligations in terms of managing the road network. It will support the delivery of P3 and transport strategy objectives.</b></p>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
There are difficulties in recruiting Civil Enforcement officers at present.	H	L	We will work with Recruitment to make the offer look attractive and encouraged interest in working with us. We will also start the recruitment process early allowing for any delays in attracting suitable candidates.

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL7
-------------

<b>Title of Option:</b>	Litter Enforcement		
<b>Priority:</b>	Place	<b>Responsible Officer:</b>	Stephen McDonnell
<b>Affected Service(s):</b>	Community Safety	<b>Contact / Lead:</b>	Sarah Tullett

<p><b>Description of Option:</b></p> <ul style="list-style-type: none"> <li>- What is the proposal in essence? What is its <b>scope</b>? What will <b>change</b>?</li> <li>- What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)</li> <li>- <b>How does this option ensure the Council is still able to meet statutory requirements?</b></li> <li>- How will the proposal deliver the benefits outlined?</li> </ul> <p><i>[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]</i></p> <p>We need to have effective enforcement strategies to help keep the borough clean and safe. This proposal is to consider the option for in-house service provision based on the pilot we ran with an external contractor, Kingdom, from November 2016 to September 2017.</p> <p>The proposal is dependent on a £300K growth bid to generate fines (FPNs) which have been estimated at around £400K. This calculation is based on a model which assumes a mixture of FPNs being issued for street litter and fly tipping. Also to act as a deterrent it is proposed that the FPN level increase from £80 to £180.</p>
---

1. Financial benefits summary					
2018/19 Service Budget (£000s)					
Savings <i>All savings shown on an incremental basis</i>	2019/20 £000s	2020/21 £000s	2021/22 £000s	2022/23 £000s	2023/24 £000s
<b>New net additional savings</b>		100			

Impact / non-financial benefits and disbenefits
<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b> <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p> <p>Perception of how safe a neighbourhood is can be negatively affected by low level anti-social behaviour such as fly tipping and littering. It also has a negative impact on the economic growth and regeneration of an area.</p> <p>Litter enforcement will assist in the delivery of a cleaner borough that residents would be proud to live in and work in.</p> <p>Some customers will welcome increased enforcement while others may perceive it negatively.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b> <i>List both positive and negative impacts.</i></p> <p>A high profile litter enforcement team will play a key role, alongside education, in behaviour change - raising the profile of littering as an anti-social behaviour and increasing the perception of risk to those who drop litter.</p>

Increase in fines and noticeable enforcement presence should have a deterrent effect.
<b>How does this option ensure the Council is able to meet statutory requirements?</b>
No direct impact however an effective enforcement service is necessary to help us meet our responsibilities under the Environmental Protection Act and other legislation.

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
Additional back office costs in relation to legal services and debt management	M	M	To ensure that all associated cost are taken in to consideration as part of a fuller options appraisal
High staff turnover	M	H	Working terms and conditions and sufficiently generous remuneration should encourage staff retention
A self-funding service would be dependent on targeting specific offences notably dropping cigarette butts. This may seem trivial to some.	M	M	Clear communication about the value we place on clean public places and the harm that can be generated from smoking as well as the greater tendency for litter to proliferate where some litter types are tolerated.
A self-funding service is dependent on residents and visitors breaching rules. A successful service may drive behaviour change undermining its ability to fund itself.	L	H	Clear specification of the service, including the prospect that a truly successful service must be measured by outcomes in terms of street cleanliness.

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL8
-------------

<b>Title of Option:</b>	<b>Corporate Contracts: Soft FM Efficiency Savings</b>		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Stephen McDonnell</b>
<b>Affected Service(s):</b>	<b>Corporate Contracts</b>	<b>Contact / Lead:</b>	<b>Darren Butterfield</b>

### Description of Option:

- What is the proposal in essence? What is its **scope**? What will **change**?
- What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)
- **How does this option ensure the Council is still able to meet statutory requirements?**
- How will the proposal deliver the benefits outlined?

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

New Haringey commissioning officer will work with Amey Account manager and required internal and external parties to carry out a review and Re-commission of the soft FM services, and services delivered through Amey contract (e.g. efficiencies in postage, front of house, security, cleaning etc).

1. Financial benefits summary					
2018/19 Service Budget (£000s)					
Savings	2019/20	2020/21	2021/22	2022/23	2023/24
<i>All savings shown on an incremental basis</i>	£000s	£000s	£000s	£000s	£000s
<b>New net additional savings</b>	25	25	50		

<b>Impact / non-financial benefits and disbenefits</b>
--

<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>There should be no negative impact on customers, efficiently on savings and processes to be achieved should have a positive impact.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>The review of the various soft services will be carried out and various partners, stakeholders, staff , unions etc will be involved throughout the process.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p><b>No impact on Statutory requirements.</b></p>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
No current risk identified at the moment.			

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL9
-------------

<b>Title of Option:</b>	<b>Review of Leisure Centre Concessions</b>		
<b>Priority:</b>	<b>Place/People</b>	<b>Responsible Officer:</b>	<b>Stephen McDonnell</b>
<b>Affected Service(s):</b>	<b>Leisure Centres</b>	<b>Contact / Lead:</b>	<b>Andrea Keeble</b>

### Description of Option:

- *What is the proposal in essence? What is its **scope**? What will **change**?*
- *What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)*
- **How does this option ensure the Council is still able to meet statutory requirements?**
- *How will the proposal deliver the benefits outlined?*

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

The Council's contract with Fusion for the management of the three leisure centres includes a council-designed concessionary pricing scheme. The council retain control of the charges that can be levied by Fusion as part of the concessionary scheme. Generally they are only put up by CPI inflation each year.

The current schemes permits free access to residents over 65 Monday to Friday 9am to 5pm.

In addition those residents who are Under 16, Over 60, Students, those on various DWP Benefits, and Haringey Carers receive the first level of Advantage + discount.

Those residents on Income Support / Universal Credit / Housing Benefit / Council Tax Benefit, Income based Job Seekers or Working Tax Credit receive a higher level of Advantage discount.

The level of discount depends on the activity but a couple of key activities such as a casual swim or a casual gym session the pricing is as follows:-

Item	Standard Price	Advantage +	Advantage
<b>Indoor Casual Swim</b>	£4.95	£2.35	£1.70
<b>Casual Gym</b>	£8.00	£5.65	£2.85

Since 2008 leisure centre activity pricing has been based on people's ability to pay. Those that are able to pay the full commercial rate are asked to do so, and others that need support in accessing the leisure facilities receive a subsidised rate. The leisure centre subsidy is an average annual sum of £435,000.

Further work needs to be carried out to research, design and quantify the impact of any changes to the concessionary pricing system, but a key outcome will be to simplify a future scheme.

<b>1. Financial benefits summary</b>					
<b>Savings</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
<i>All savings shown on an incremental basis</i>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
<b>New net additional savings</b>			50	70	70

<b>Impact / non-financial benefits and disbenefits</b>
<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>Reviewing the system of concessionary pricing in the leisure centres would ensure it is still fit for purpose. A reviewed system would ensure that target groups are helped to access the leisure centre where price is a barrier.</p> <p>A reviewed system would ensure that users who can afford to pay are asked to pay.</p> <p>A reviewed system could respond to the increase in the state pension age and recoup fees from a cohort of users who may well be able to pay.</p> <p>There is an opportunity to simplify the system for all users.</p> <p>However, in some instances, a change in pricing could reduce people's use of leisure centres.</p> <p>There are strong links to the People priority of the Borough Plan.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>The success of this proposal will require a renegotiation of the management contract.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p><b>No statutory implications</b></p>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
<b>Risk</b>	<b>Impact H/M/L</b>	<b>Probability H/M/L</b>	<b>Mitigation</b>
People dropping out of exercise impacting their long term health.	M	M	Retain a concessionary scheme that targets those most in need of support. Engage with leisure centre users from the outset

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL10
--------------

<b>Title of Option:</b>	<b>LCP Revenue</b>		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Barry Phelps</b>
<b>Affected Service(s):</b>	<b>LCP</b>	<b>Contact / Lead:</b>	<b>Barry Phelps</b>

### Description of Option:

The London Construction Programme (LCP) is a virtual organisation managed by the Head of Procurement in Haringey. The LCP provide a suite of pan London construction related frameworks that are accessible by Public Sector organisations.

Towards the end of 2018/19 the LCP will establish a new pan London Dynamic Purchasing System (DPS) in partnership with Construction line. The DPS will be for the provision of construction related professional services and minor works.

The DPS will generate revenue through a subscription. There are currently 43 LCP members. It is anticipated at least 50% of the current LCP membership will access the DPS. Subscriptions range between £15k and £25k per member depending upon how many DPS categories they access. Assuming 50% of LCP members subscribe at the mid-point, this will generate £440k of revenue per annum effective 2019/20.

Taking into account additional operational costs associated with the DPS and other resources in Strategic Procurement, it is anticipated there will be an annual surplus of £200k.

Existing Budget	-100				
Proposed net expenditure after savings	-300				
<b>Savings</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
New net additional savings (year on year)	200				

<b>Impact / non-financial benefits and disbenefits</b>
<b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b> <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i>
N/A  Customers will not be directly impacted.
<b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b> <i>List both positive and negative impacts.</i>
DPS will increase SME interaction and enhance localism throughout London
<b>How does this option ensure the Council is able to meet statutory requirements?</b>
Provides a compliant route to market for procurement activity in this sector

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
Demand for service changes unexpectedly	M	L	At present, research has shown that there isn't another organisation that provides access to a professional services DPS platform which covers the categories we are proposing. Quick mobilisation of the team will enable access to the market against only a small number of competitors.
Lack of appetite amongst LCP members for professional services DPS platform	H	L	Pre-market engagement has indicated this is a low risk with 80% of LCP members interested. Increase in the marketing strategy through the existing LCP MW 2014 framework agreement. Due to the natural correlation between the MW 2014 framework and the proposed DPS platform it would be more effective to re-energising the client base.
Reputational risk if the project is not considered a success within Haringey and amongst the existing LCP client base	H	L	Haringey have learned from several DPS implementations, adequate resource, project governance, realistic project timescales and detailed scoping are key activities to ensure a successful implementation. It is proposed to use the newly established DPS team to project manage the implementation of the DPS alongside the LCP.

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL11
--------------

<b>Title of Option:</b>	Flexible Police resources		
<b>Priority:</b>	Place	<b>Responsible Officer:</b>	Eubert Malcolm
<b>Affected Service(s):</b>	Community Safety	<b>Contact / Lead:</b>	Eubert Malcolm

<p><b>Description of Option:</b></p> <ul style="list-style-type: none"> <li>- What is the proposal in essence? What is its <b>scope</b>? What will <b>change</b>?</li> <li>- What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)</li> <li>- <b>How does this option ensure the Council is still able to meet statutory requirements?</b></li> <li>- How will the proposal deliver the benefits outlined?</li> </ul> <p><i>[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]</i></p> <p>This proposal is to cease funding for the police partnership team.</p> <p>The police partnership team consists of 1 sergeant and 5 PCs.</p> <p>The funding for the team enables the tasking of police officers along with the wider partnership i.e. trading standards, CCTV, ASB enforcement to hotspots in the borough.</p> <p>The current contract runs up to March 2019.</p>
---

### 1. Financial benefits summary

2018/19 Service Budget (£000s)					
Savings	2019/20	2020/21	2021/22	2022/23	2023/24
<i>All savings shown on an incremental basis</i>	£000s	£000s	£000s	£000s	£000s
<b>New net additional savings</b>	200				

<b>Impact / non-financial benefits and disbenefits</b>
<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>The main negative impact will be on Priority 3 - A clean, well maintained and safe borough where people are proud to live and work</p> <ul style="list-style-type: none"> <li>• Reduced capacity to task officers to tackle ASB and criminality</li> <li>• Reduced capacity to work in partnership to tackle localised issues i.e. targeted joint enforcement activity, unauthorised occupation on council owned land and estates</li> </ul>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>Removing this funding will reduce the ability to have sustainable impact on issues that blight the borough.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p>This is no statutory duty to have these police officers working with the local authority</p>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
Reduced capacity to deal with localised ASB concerns	H	M	Concerns will be passed to local SNT's
Reputational damage from the community following increased criminality	H	M	Concerns will be passed to local SNT's
Reputational damage with police colleagues from reducing the team	M	M	To discuss with the Borough commander before withdrawal

## Business Planning / MTFs Options 2019/20 – 2023/24

Ref: PL12
--------------

<b>Title of Option:</b>	<b>Waste Services Transformation</b>		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Stephen McDonnell</b>
<b>Affected Service(s):</b>	<b>Community Safety</b>	<b>Contact / Lead:</b>	<b>Ian Kershaw</b>

### Description of Option:

- What is the proposal in essence? What is its **scope**? What will **change**?
- What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)
- **How does this option ensure the Council is still able to meet statutory requirements?**
- How will the proposal deliver the benefits outlined?

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

This savings proposal has been developed following independent advice from waste consultants Eunomia. Eunomia reviewed the viability and risks associated with a set of potential waste savings and assessed that on their own, each proposal had risks for deliverability and interdependencies with other services.

An alternative approach as proposed by this submission, is to review all the waste and street cleansing services together as a new Transformation Programme. This will form a revised programme of work which will deliver greater savings from 2020/21 onwards.

Over the next four months a detailed programme of work will be developed to inform viable models of waste collection and street cleansing that could deliver significant savings from 2020/21. By providing a robust review of our collection systems, the project should also deliver increased recycling, minimise the impact on disposal costs and reduce fly-tipping.

A figure of £500,000 in savings from 2020/21 has been put forward as this revised MTFs option. This is derived from assessments made by Eunomia but will be informed by the detailed audit, mapping and modelling and ultimately Member decisions about new delivery models.

### 1. Financial benefits summary

2018/19 Service Budget (£000s)					
Savings	2019/20	2020/21	2021/22	2022/23	2023/24
<i>All savings shown on an incremental basis</i>	£000s	£000s	£000s	£000s	£000s
<b>New net additional savings</b>	0	500			

<b>Impact / non-financial benefits and disbenefits</b>
<p><b>What is the likely impact on customers and how will negative impacts be mitigated or managed?</b>  <i>List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)</i></p>
<p>Waste collection is a universal service delivered to all homes in the borough, and so any changes are highly susceptible to negative impacts on satisfaction. Furthermore, the design of waste collection is key to recycling which impacts both cost and sustainability.</p> <p>Street cleansing is experienced by all residents and changes can impact satisfaction.</p> <p>To mitigate adverse effects any changes should be supported by small scale trials to make explicit the benefits and allow mitigation of any adverse effects.</p>
<p><b>What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?</b>  <i>List both positive and negative impacts.</i></p>
<p>As above. A full EqIA and consultation will be needed before full scale changes are implemented.</p>
<p><b>How does this option ensure the Council is able to meet statutory requirements?</b></p>
<p>Waste collection is a statutory function.</p>

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
Impact on recycling rate	M	M	Full service review will aim to minimise impact on recycling rate and some options may be available to increase it. This will be assessed as part of all the options developed for members.
Impact on waste disposal costs	M	M	Full service review will aim to minimise impact on waste disposal costs, and this will be assessed as part of all the options developed for members.
Impact on street cleanliness	M	M	Full service review will aim to minimise impact on street cleanliness, and align resources better to achieve the same outcomes across the borough.
Impact on resident satisfaction with the above services, and more widely, of the Council	M	M	All service changes will be subject to resident consultation and will need to be supported by an effective communications campaign.

**Business Planning / MTFs Options  
2019/20 – 2023/24**

Ref:  
PL13

<b>Title of Option:</b>	<b>Parking Transformation Programme</b>		
<b>Priority:</b>	<b>Place</b>	<b>Responsible Officer:</b>	<b>Stephen McDonnell</b>
<b>Affected Service(s):</b>	<b>Parking</b>	<b>Contact / Lead:</b>	<b>David Murray / Ann Cunningham</b>

**Description of Option:**

- *What is the proposal in essence? What is its **scope**? What will **change**?*
- *What will be the impact on the Council's objectives and outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes, and Borough Plan Evidence Packs)*
- **How does this option ensure the Council is still able to meet statutory requirements?**
- *How will the proposal deliver the benefits outlined?*

*[Proposals will be mapped to the new Borough Plan Priorities/Objectives/Outcomes as they emerge – please take account of any likely changes when framing proposals]*

The Parking Transformation Programme will deliver significant improvements to this service over the coming three years. A number of work streams are being developed, including the financial appraisals.

**Proposed Savings**

Activity	Revenue Expenditure	Income	Net Savings	2020-2021	2021-2022	Total
CPZ Review and Expansion Phase 3	£500,000	(£1,000,000)	(£500,000)	(£500,000)		(£500,000)
Pricing and Permits - Diesel Surcharge	£0	(£500,000)	(£500,000)		(£500,000)	(£500,000)
<b>Total</b>	<b>£500,000</b>	<b>(£1,500,000)</b>	<b>(£1,000,000)</b>	<b>(£500,000)</b>	<b>(£500,000)</b>	<b>(£1,000,000)</b>

### CPZ Review and Expansion – phase 3

This will continue the CPZ rollout programme taking the borough to 100% coverage. Demand for CPZs is high and those controls support the delivery of transport and air quality strategies, as the delivery of new Borough Plan priorities.

### Pricing and Permits - Diesel Surcharge

The Council adopted a parking permit charging policy based on CO2 emissions a number of years ago, encouraging the use of more fuel efficient vehicles. Many boroughs are now extended their charging models to tackle emissions from Diesel vehicles. It is proposed that Haringey also does so, which will complement a range of other measures to improve air quality across the borough.

Any additional income will need to be ring fenced to fund transport related services, for instance contributing to concessionary travel costs.

<b>1. Financial benefits summary</b>					
<b>2018/19 Service Budget (£000s)</b>					
<b>Savings</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
<i>All savings shown on an incremental basis</i>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>	<b>£000s</b>
<b>New net additional savings</b>	0	500	500		

### **Impact / non-financial benefits and disbenefits**

#### **What is the likely impact on customers and how will negative impacts be mitigated or managed?**

*List both positive and negative impacts. Where possible link these to outcomes (please refer to relevant Corporate Plan 2015-18 objectives and outcomes)*

CPZs improve road conditions making them safe, improve air quality by reducing congestion and as such there no negative impacts.

#### **What is the impact on businesses, members, staff, partners and other stakeholders and how will this be mitigated or managed? How has this been discussed / agreed with other parties affected?**

*List both positive and negative impacts.*

Parking provisions will be made for Businesses.

#### **How does this option ensure the Council is able to meet statutory requirements?**

The Council has a statutory duty to manage the road network.

<b>Risks and Mitigation</b>			
<i>What are the main risks associated with this option and how could they be mitigated?</i>			
Risk	Impact H/M/L	Probability H/M/L	Mitigation
The CPZ programme is subject to consultation and the community may reject proposals.	H	L	Consultation will be undertaken
The introduction of a Diesel surcharge is subject to consultation and the community may not support its introduction	H	M	Consultation will be undertaken



**Environment and Community Safety Scrutiny Panel - Work Plan 2018-19**

**1. Scrutiny review projects;** These are dealt with through a combination of specific evidence gathering meetings that will be arranged as and when required and other activities, such as visits. Should there not be sufficient capacity to cover all of these issues through in-depth pieces of work, they could instead be addressed through a “one-off” item at a scheduled meeting of the Panel. These issues will be subject to further development and scoping. It is proposed that the Committee consider issues that are “cross cutting” in nature for review by itself i.e. ones that cover the terms of reference of more than one of the panels.

Project	Comments	Priority
Crime, Disorder and Anti-Social Behaviour	<p>Examining the role and effectiveness of the Council and partners in working together to tackle this issue. Some of the key stakeholders involved will include, Police, Enforcement Response/Noise Team, Licensing Team, ASB Team and Homes for Haringey.</p> <ul style="list-style-type: none"> <li>• Establish evidence base for Crime and Anti-Social Behaviour. Where are the hotspots?</li> <li>• Is the Multi-agency response working? Do other Boroughs utilise this more effectively.</li> <li>• Police non-emergency 101 number call answering answer times.</li> <li>• Is CCTV coverage adequate and in the correct locations.</li> <li>• Ducketts common: Key hotspot for ASB and drug dealing.</li> </ul>	
Reducing the amount of plastic/developing a plastic free policy.	<p>Examining the Council’s recycling performance and seeing what more could be done to reduce the use of plastics and increase recycling provision.</p> <ul style="list-style-type: none"> <li>• Is the current recycling bin provision adequate? Are the bins located in the right locations e.g. parks and high footfall areas? Plastic bottles account for significant amount of overall recycled materials.</li> <li>• How to create behaviour change – involve community sector?</li> <li>• Developing a plastic-free policy and how the Council could lead by example.</li> <li>• Could we introduce a deposit scheme for plastic bottles</li> <li>• Tackling litter at source and reducing the amount of plastic used, particularly at takeaways</li> </ul>	

Date of meeting	Potential Items
13 <sup>th</sup> September 2018	<ul style="list-style-type: none"> <li>• Cabinet Member Questions; Communities, Safety and Engagement (to cover areas within the Panel's terms of reference that are within that portfolio).</li> <li>• Membership &amp; Terms of Reference.</li> <li>• Appointment of Non-Voting Co-opted Member.</li> <li>• Service Overview and Waste, recycling and street cleansing data.</li> <li>• Work Programme: To agree items for the work plan for the Panel for this year.</li> <li>• Review of Fear of Crime: Update on implementation of recommendations.</li> <li>• Knife Crime and MOPAC performance Overview.</li> </ul>
16 <sup>th</sup> October 2018	<ul style="list-style-type: none"> <li>• Police Priorities in Haringey. Will include an update on Stop and Search and Lethal Firearm Discharges as requested by the Panel.</li> <li>• Financial Monitoring: To receive an update on the financial performance relating to Corporate Plan Priority 3.</li> <li>• Cabinet Member Q&amp;A – Environment: To question the Cabinet Member for Environment on current issues and plans arising for her portfolio.</li> <li>• Waste, recycling and street cleansing data</li> </ul>

	<ul style="list-style-type: none"> <li>• Work Plan update – The Panel to agree its work plan for OSC to formally approve on 19<sup>th</sup> November.</li> </ul>
<b>Budget Scrutiny</b> 18 <sup>th</sup> December 2018	<ul style="list-style-type: none"> <li>• Budget Scrutiny</li> <li>• Air Quality</li> <li>• 18 month follow-up on the recommendations to the Scrutiny Review on Cycling.</li> </ul>
7 <sup>th</sup> February 2019	<ul style="list-style-type: none"> <li>• Community Safety Partnership; to invite comments from the Panel on current performance issues and priorities for the borough’s Community Safety Partnership. To include the following: <ul style="list-style-type: none"> <li>○ New Community Safety Strategy</li> <li>○ Crime Performance Statistics - Update on performance in respect of the MOPAC priority areas plus commentary on emerging issues; and</li> <li>○ Statistics on hate crime.</li> </ul> </li> <li>• Update around the Gangs Matrix.</li> <li>• Reducing Criminalisation of Children.</li> <li>• Cabinet Member Q&amp;A –Communities, Safety and Engagement (to cover areas within the Panel’s terms of reference that are within that portfolio).</li> </ul>
11 <sup>th</sup> March 2019	<ul style="list-style-type: none"> <li>• Veolia Performance.</li> <li>• Green Waste charges</li> <li>• Update on the Planned and Reactive maintenance programme (Highways).</li> </ul>

	<ul style="list-style-type: none"> <li>• Parks Review – 6-9 month follow-up.</li> <li>• Fly-tipping, bulky waste collection recycling centres.</li> <li>• Cabinet Member Q&amp;A – Environment: To question the Cabinet Member for Environment on current issues and plans arising from her portfolio.</li> </ul>
--	---

**2019-2020**

<b>Meeting 1</b>	<ul style="list-style-type: none"> <li>• Membership &amp; Terms of Reference.</li> <li>• Appointment of Non-Voting Co-opted Member.</li> <li>• Service Overview and Waste, recycling and street cleansing data.</li> <li>• Work Programme</li> <li>• Cabinet Member Questions; Communities, Safety and Engagement (to cover areas within the Panel’s terms of reference that are within that portfolio).</li> </ul>
<b>Meeting 2</b>	<ul style="list-style-type: none"> <li>• Cabinet Member Q&amp;A – Environment: To question the Cabinet Member for Environment on current issues and plans arising for her portfolio.</li> <li>• Financial Monitoring: To receive an update on the Q1 financial performance relating to Corporate Plan Priority 3.</li> </ul>

<b>Meeting 3</b>	<ul style="list-style-type: none"> <li>• Cabinet Member Q&amp;A –Communities, Safety and Engagement (to cover areas within the Panel’s terms of reference that are within that portfolio).</li> <li>• Community Safety Partnership; To invite comments from the Panel on current performance issues and priorities for the borough’s Community Safety Partnership. To include the following: <ul style="list-style-type: none"> <li>▪ Crime Performance Statistics - Update on performance in respect of the MOPAC priority areas plus commentary on emerging issues; and</li> <li>▪ Statistics on hate crime.</li> </ul> </li> <li>• SNT Policing model and the impact of the merging of Haringey and Enfield SNTs.</li> </ul>
<b>Meeting 4 (Budget Scrutiny)</b>	<ul style="list-style-type: none"> <li>• Budget Scrutiny</li> </ul>
<b>Meeting 5</b>	<ul style="list-style-type: none"> <li>• Cabinet Member Q&amp;A - Environment; To question the Cabinet Member for Communities on current issues and plans arising for her portfolio.</li> <li>• Waste, recycling and street cleansing data</li> <li>• Performance update – Q3</li> <li>• Budget Monitoring Q3</li> </ul>

This page is intentionally left blank

## Environment and Community Safety Scrutiny Panel

### Scrutiny Review on Plastic Waste– Draft Scope and Terms of Reference (2018/19)

<b>Rationale</b>	<p>During the Scrutiny Café event on 13<sup>th</sup> September 2018 and the online survey that was undertaken in parallel, a number of concerns were raised in relation to plastic waste and recycling. As part of these concerns, it was suggested that the Council could, and should, be doing more to reduce the use of plastics and to increase the provision of recycling facilities. It was suggested that one of the major sources of litter in around the high foot-fall areas was takeaway food containers and plastic bottles.</p> <p>The UN Environment produced a report, entitled Single-use Plastics: A roadmap for Sustainability, in June 2018 which set out a comprehensive assessment on the state of plastics. The report highlights that: “Around the world, one million plastic drinking bottles are purchased every minute, while up to 5 trillion single-use plastic bags are used worldwide every year. In total, half of all plastic produced is designed to be used only once — and then thrown away”.</p> <p>The report highlights the importance of recycling and identifies that “only nine per cent of the nine billion tonnes of plastic the world has ever produced has been recycled. Most ends up in landfills, dumps or in the environment. If current consumption patterns and waste management practices continue, then by 2050 there will be around 12 billion tonnes of plastic litter in landfills and the environment. By this time, if the growth in plastic production continues at its current rate, then the plastics industry may account for 20 per cent of the world’s total oil consumption”.</p> <p><a href="https://wedocs.unep.org/bitstream/handle/20.500.11822/25496/singleUsePlastic_sustainability.pdf?sequence=1&amp;isAllowed=y">https://wedocs.unep.org/bitstream/handle/20.500.11822/25496/singleUsePlastic_sustainability.pdf?sequence=1&amp;isAllowed=y</a></p> <p>In January 2018, the Government launched its 25-year plan to improve the natural environment including a pledge to eradicate all avoidable plastic waste by 2042. As part of this, a mandatory 5 pence charge was levied on all plastic bags and the government has brought in a ban on plastic microbeads in cosmetics.</p>
------------------	---

	<p>HM Treasury launched a consultation earlier in the year entitled: 'Tackling the plastic problem - Using the tax system or charges to address single-use plastic waste'. This received 162,000 responses which will formulate part of Defra's upcoming Resources and Waste strategy. It is expected that the strategy will be published later this year.</p> <p>As part of the Government's 25 Year Environment Plan and Resources and Waste Strategy the government will be looking at extended producer responsibility, including requiring packaging producers to fund the end of life costs of their packaging products, including the collection and disposal costs of packaging waste. Defra are due to launch a consultation on packing rules by the end of the year.</p> <p><a href="https://www.telegraph.co.uk/news/2018/11/09/waste-reforms-could-give-councils-1bn-recycling-boost-forcing/">https://www.telegraph.co.uk/news/2018/11/09/waste-reforms-could-give-councils-1bn-recycling-boost-forcing/</a></p> <ul style="list-style-type: none"> <li>• 8,000,000 tons of plastic enters the oceans every year</li> <li>• 91% of plastic is never recycled</li> <li>• 450 years is the time it takes for a plastic bottle to decompose</li> <li>• 2050 is the date projected for when the amount of plastics in the ocean will equal the amount of fish</li> <li>• 6,400 microplastics are inadvertently swallowed by the average European shellfish consumer each year</li> </ul>
<b>Scrutiny Membership</b>	<p>The Members of the Environment and Community Scrutiny Panel that will carry out this review are:</p> <p>Councillors: Adam Jogee (Chair), Eldridge Culverwell, Scott Emery, Julie Ogiehor, Reg Rice, Matt White &amp; Barbara Blake</p> <p>Ian Sygrave, Chair of Haringey Association of Neighbourhood Watches</p>
<b>Terms of reference</b>	<p>The aims of this project are:</p>

	<p>1) To examine the Council’s current position in relation to plastic waste and what other boroughs are doing around this issue.</p> <p>2) To examine how the Council could reduce plastic waste and increase its recycling performance.</p> <p>3) To examine how the Council could elicit behaviour change, particularly in relation to schools and young people. What could be done to assist schools to reduce the amount of plastic waste? Is there scope for the Council to develop a plastic free pledge for schools to sign up to?</p> <p>4) To examine the feasibility of developing a plastic-free policy and what other measures the Council could undertake to lead by example.</p>
<b>Links to the Corporate Plan</b>	<p>Priority 3: A Clean and Safe Borough where people are proud to live.</p> <p>In the draft Borough Plan 2019-2023 this links to Priority 3: A place with strong, resilient &amp; connected communities where people can lead active and healthy lives in an environment that is safe, clean and green.</p>
<b>Evidence Sources</b>	<p>A broad selection of interested parties will be invited to take part in the review and to submit evidence. These will include residents and/or representatives from the local community, traders, academic experts, officers of the Council, Keep Britain Tidy and representatives of other relevant voluntary and community organisations.</p>
<b>Witnesses</b>	<p>TBC</p>
<b>Methodology/Approach</b>	<p>A variety of methods will be used to gather evidence, including: site visits; desk top research; and evidence gathering sessions with witnesses.</p>
<b>Equalities Implications</b>	<p>The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to: (1) Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act; (2) Advance equality of opportunity between people who share those protected characteristics and people who do not; (3) Foster good relations between people who share those characteristics and people who do not.</p>

	<p>The three parts of the duty applies to the following protected characteristics: age; disability; gender reassignment; pregnancy/maternity; race; religion/faith; sex and sexual orientation. In addition, marriage and civil partnership status applies to the first part of the duty.</p> <p>The Panel should ensure that it addresses these duties by considering them during final scoping, evidence gathering and final reporting. This should include considering and clearly stating: How policy issues impact on different groups within the community, particularly those that share the nine protected characteristics; Whether the impact on particular groups is fair and proportionate; Whether there is equality of access to service and fair representation of all groups within Haringey; Whether any positive opportunities to advance equality of opportunity and/or good relations between people, are being realised.</p> <p>The Panel should ensure that equalities comments are based on evidence, when possible. Wherever possible this should include demographic and service level data and evidence of residents/service-users views gathered through consultation.</p>
<b>Timescale</b>	<p>Draft scoping document submitted to Overview &amp; Scrutiny Committee – <b>14th January 2019</b></p> <p>Evidence gathering sessions and site visits – <b>January 2018 to March 2019.</b></p> <p>Analyse findings / develop recommendations – <b>March 2019</b></p> <p>Report published – <b>Spring 2019</b></p>
<b>Reporting arrangements</b>	The Director of Environment and Neighbourhoods will coordinate a response to Cabinet to the recommendations of the panel's final report.
<b>Publicity</b>	TBC
<b>Constraints/Barriers/Risks</b>	We aim to complete the draft report before the end of spring 2019. However, the panel may receive a large amount of evidence so this may prove to be a challenging timescale. If the panel determines that

	<p>this timescale is not sufficient to the gather and analyse the evidence required, then it may be necessary to extend the schedule. If the work isn't completed by April, there is a risk that the membership of the panel could change following the Annual Council meeting in May 2019.</p>
<b>Officer Support</b>	<p>Lead officer: Philip Slawther, Principal Committee Coordinator, 020 8489 2957, <a href="mailto:philip.slawther2@haringey.gov.uk">philip.slawther2@haringey.gov.uk</a></p>

DRAFT

This page is intentionally left blank