

# Haringey's eighth Annual Carbon Report

2018

## Foreword from Councillor Hearn

This is our eighth Annual Carbon Report, and the first that I am leading on. This reports on the borough's ambition and progress to reducing our carbon emissions. Being accountable is something we take pride in, and these reports are another example of how we commit to this ideal.

I am an activist who has worked on environmental issues for a long time. I am committed to ensuring the voices of those most impacted are heard, and communicated effectively throughout the Council and in any action we take in addressing climate change and its impacts in Haringey.

Extreme weather conditions, such as the freezing winter and summer heatwave, are an indication that we have to act now. There will be an increased frequency of heatwaves, highlighted by the Intergovernmental Panel on Climate Change. Carbon reduction and tackling climate change is a socio-economic issue: a changing climate will affect those most vulnerable. Whilst there will be benefits of warmer days, there will be an increase in the risk of death and serious illness, particularly for poor communities and older people.

Climate change will have an adverse impact on our resources, such as our public health system. We need to first attempt to mitigate climate change to avoid this altogether, to escape exacerbating inequalities across the community. We must also make social, institutional, technological and behavioural changes to lessen the impact.

In 2015 to 2016 we saw a 5 per cent reduction in emissions. Between 2016 and 2020 we are acting to reduce emissions by an additional 11 per cent. We are committed to being a zero carbon borough by 2050. The action plan to support this will be published in 2019.

I am proud of this year's achievements, and thank all staff, community groups and residents who have delivered this. I look forward to a continued and concerted effort in 2019.

Councillor Hearn.

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## Summary

Haringey Council report progress on reducing carbon emissions across the borough on a yearly basis. This is the eighth Annual Carbon Report, outlining key programmes and projects conducted by both the Council and local community groups in the year 2018. The report covers emissions trends using the latest data from the Department of Business, Energy and Industrial Strategy (BEIS) from 2005 to 2016, and analyses this data by comparing our progress in relation to our neighbouring boroughs, London as a whole, and the UK.

Haringey achieved a 5.4 per cent decrease in emissions between 2015 and 2016, bringing us closer to our ambition to cut emissions by 40 per cent by 2020 (from a 2005 baseline). This requires a further reduction of 11 per cent over years 2016 to 2020, which we are on target for, and places us well to being a zero-carbon borough by 2050.

Emissions from domestic and industry & commercial sectors decreased (by 5 and 1 per cent, respectively), whereas transport emissions increased (by 1 per cent). These trends largely align with our six neighbouring boroughs, London as a whole and the UK.

This report also outlines all the projects undertaken between November 2017 and November 2018, conducted by the Council and active local community groups, which reduce the borough's carbon footprint. This is followed by an indication of future projects to be conducted.

## Introduction

The Annual Carbon Report details the work that the Council and local community groups have undertaken to decrease carbon emissions across the borough. This report is published annually, showing changes made in the industrial & commercial, domestic and transport sectors as well as in the Council's estate. Future projects are also outlined, showing the trajectory of our ambitions.

Haringey Council committed to reducing the borough's emissions by 40 per cent by 2020 (coined '40:20' in 2012). Under the new administration in 2018, the Council developed this ambition further and committed us to being a zero carbon borough by 2050 ('Zero Carbon Haringey'). This has been reflected in our emerging Borough Plan (2019-2023).

The aim of this report to monitor the steps Haringey and the local community groups have delivered in realising these ambitions.

## Background

Climate change is one of the greatest threats to humankind. The enhanced greenhouse gas effect, as a result of continued anthropogenic activity, has led to increases in average global temperature. This trend is set to continue, which will lead to increasing sea levels, drought, and a greater frequency and magnitude of natural disasters. The impacts of climate change are both global local – it will affect the borough, and the services Haringey provides to residents. This is why the Council is taking action to reduce energy use and carbon emissions, while adapting to our changing climate.

It is therefore import to monitor how much carbon we, as a national and a local community, produce annually so that a year-on-year comparison of our progress can be tracked. It also allows us to compare our progress to regional and national level.

## Key Policy Changes – International and National

There has been limited recent change to National Policy in the field of carbon reduction. Recent developments in the national and international arena include:

### [United Nations IPCC Special Report: Global Warming of 1.5 C \(2018\)](#)

This report outlines the impacts of global warming of 1.5 C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development and efforts to eradicate poverty. It indicates that we may not reach 1.5 degrees and will instead meet 3 degrees.

## [A Green Future: Our 25 Year Plan to Improve the Environment \(2018\)](#)

This 25-year plan, published by the Department for Environment, Food and Rural Affairs, sets out Government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

## [The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting \(2018\)](#)

Published by the Department for Environment, Food and Rural Affairs, this programme establishes the Government's approach to dealing with current and future climate change. Adaptation includes managing increasing risks in areas such as flooding, drought, heat, sea level rise and extreme weather. However, analysis of this programme shows there is a lack of work going into resilience of heatwaves. This is especially topical given the heatwave that was experienced on a near global basis in the summer of 2018.

## [Clean Growth Strategy \(2017\)](#)

Released by the Department of Business, Energy and Industrial Strategy in October 2017, the strategy covers the fourth and fifth carbon budgets spanning 2023-2027 and 2028-2032 by when the UK must cut its greenhouse gas emissions to 57 per cent below 1990 levels. Key sectors focused on include:

- Green finance;
- Improving business and industry efficiency (including carbon capture usage and storage, greenhouse gas removal technologies, recycling of heat);
- Improving energy efficiency of homes (including all fuel poor homes should have an EPC Band C by 2030, roll out low carbon heating);
- Accelerating the shift to low carbon transport (focusing on zero-emission vehicles, cycling and walking);
- Delivering clean, smart and flexible power;
- Enhancing the benefits and value of natural resources (new Resources and Waste Strategy, zero avoidable waste by 2050, new network of forests);
- Public sector and government leadership in driving clean growth.

## Key Policy Changes – Regional and Local

### [Mayor of London's Environment Strategy \(2018\)](#)

This Strategy sets out a vision for London's environment in 2050, focusing on cleaning up the capital's toxic air, greening its streets, reducing waste and tackling climate change.

Ambitious targets include London becoming a zero-carbon city, with energy efficient buildings, clean transport and energy and increasing recycling. Other measures include:

- Carbon budgets aiming to reduce the amount of greenhouse gasses emitted in London for the next 15 years. The first aims for a 40 per cent reduction in carbon dioxide emissions from 1990 levels in 2018-2022, which is a greater reduction than that set by Government. This is compliant with the Paris climate agreement to limit global climate change to 1.5 degrees;
- Air quality concentration maps and bringing forward from 2025 to 2020 the introduction of zero-emission zones in some town centres;
- Plans to help make the capital the world's first National Park City;
- Ambition to increase London's current solar capacity by 20 times, by having 1 GW of solar installed in the capital by 2030 and 2GW by 2050 - providing more clean energy for Londoners.

### [Mayor of London's Transport Strategy \(2018\)](#)

This sets out the Mayor of London's policies and proposals to reshape transport in London over the next two decades. It is the first London strategy which highlights the need to reduce private car ownership, and sets out the pathway of action to do this. Three key themes are at the heart of the strategy:

- Healthy streets and healthy people: creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates;
- A good public transport experience: a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets;
- New homes and jobs: London's population is growing. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensures that London grows in a way that benefits everyone.

### [Mayor of London's Fuel Poverty Action Plan \(2018\)](#)

The Fuel Poverty Action Plan sets out what the Mayor will do to help lift Londoners out of fuel poverty, and overcome the health effects of cold, damp, draughty living conditions. It also explains

what action the Mayor will take to improve collaboration and co-ordination among the wide variety of organisations that are working to tackle fuel poverty.

This plan identifies those areas where the Mayor can have the most impact. While the aim is to reduce fuel poverty for everyone, interventions will be targeted at those most in need. Proposed actions include:

- Boosting the incomes of people in fuel poverty in London by supporting benefits uptake campaigns, referral services and programmes that provide direct advice and support to the fuel poor;
- Increasing the energy efficiency of London's homes so they are better insulated and use less energy;
- Tendering for the delivery of an energy supply company, aiming to offer fairer energy bills to Londoners as soon as possible.

### [Haringey's Transport Strategy \(2018\)](#)

Adopted in March of this year, the new strategy provides the transport vision for the borough over the next 10 years. This was with the aim to update the existing Transport Strategy and to take account of the Mayor's Transport Strategy. There are four key outcomes, which will be delivered through various action plans, due to be published in 2019:

- A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions;
- Active travel the default choice, with more people choosing to travel by walking or cycling
- An improved air quality and a reduction in carbon emissions from transport;
- A well maintained road network that is less congested and safer.

## Haringey's Performance

### Emissions data

The majority of data within this report is recorded by BEIS. Other data is sourced from the London Data Store, the Council's Carbon Management team, and the Association for Decentralised Energy. The data shown is from the 2016 carbon emissions statistics published in the summer of 2018 (UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2016, BEIS). Due to the complexity of the data collected by the Government, there is always an approximate 2-year delay from actual performance to publication.

In the Government's production of the 2016 estimates, new data was introduced, together with some improvements to the underlying methodology. In order to ensure that the data for 2005 to 2015 is consistent with the data now available for 2016, the estimates for previous years have been revised to incorporate both the new data and the improvements in the underlying methodology. It should also be noted that there is no correlation between this data and the projects, schemes and campaigns that occurred within the last year (2018) given the different periods of time they cover. However, this report is designed to give an overall performance for the borough and a narrative of actions that the Council is undertaking to alter the carbon footprint of the borough.

### Emissions trend 2005 – 2016

Haringey's overall emissions decreased by 5.4 per cent between 2015 and 2016 – falling from 772 kilo tonnes (Kt) in 2015 to 749 Kt in 2016. Haringey has the third lowest emissions in the group comprising Haringey and our six neighbouring boroughs, and the third lowest level of emissions of any inner London borough. Figure 1 showcases total carbon dioxide emissions in Haringey compared to neighbouring local authorities, Greater London, and the UK.

No London local authorities had an increase in emissions between 2015 and 2016, with 85 per cent recording a comparable decrease to Haringey of between 5 to 10 per cent. Haringey's 5 per cent decrease in emissions was ranked 5<sup>th</sup> lowest out of 33 London Local Authorities and the City of London saw the largest decrease of 17 per cent. Only 14 local authorities out of 391 across the UK had an increase in emissions between 2015 and 2016. Just over half (52 per cent) recorded a decrease comparable to the UK (6 per cent) of between 5 to 10 per cent.

Since 2005, total emissions in Haringey have decreased by 32.4 per cent. This aligns with the 31.1 per cent decrease recorded by our neighbouring boroughs, 31.6 per cent across the UK, and while there has been a 33.6 per cent reduction seen in Greater London.

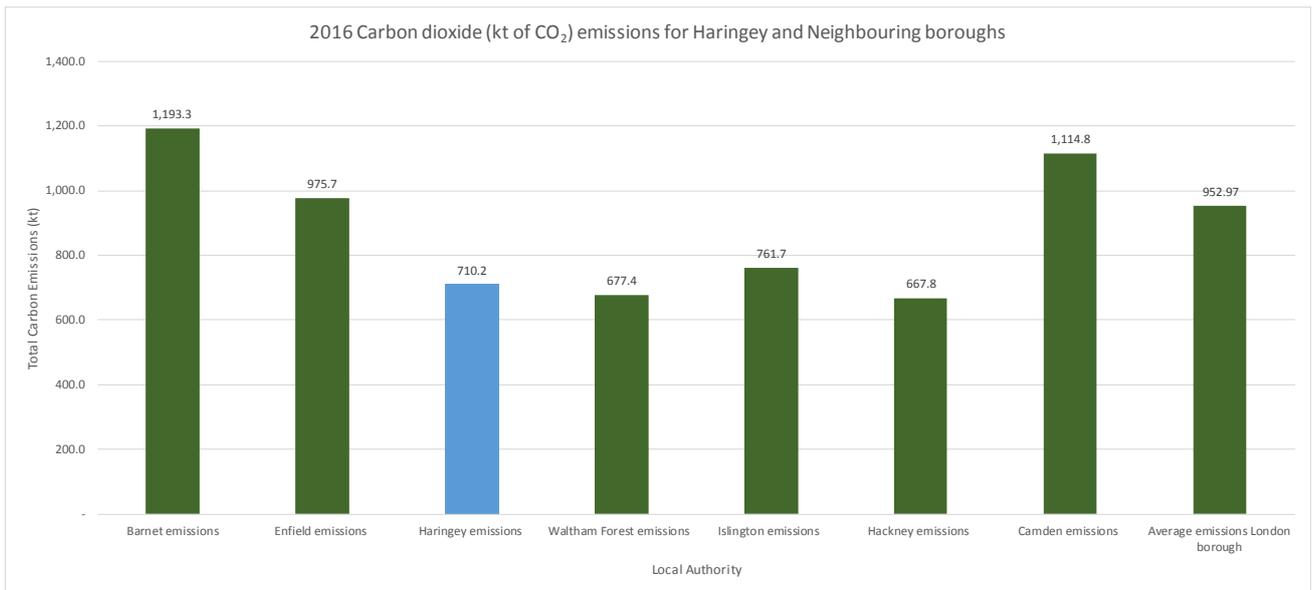


Figure 1- Carbon dioxide emissions for Haringey and neighbouring boroughs in 2016

## 2016 Performance

To deliver our 40:20 target, Haringey's emissions need to decrease by a further 11 per cent against the 2005 baseline - an average of 29.8 kt annually over the remaining four years (from 2016-2020), shown in Figure 2. Our aim is to reach 631.5 kt in 2020. We are on target to achieve this.

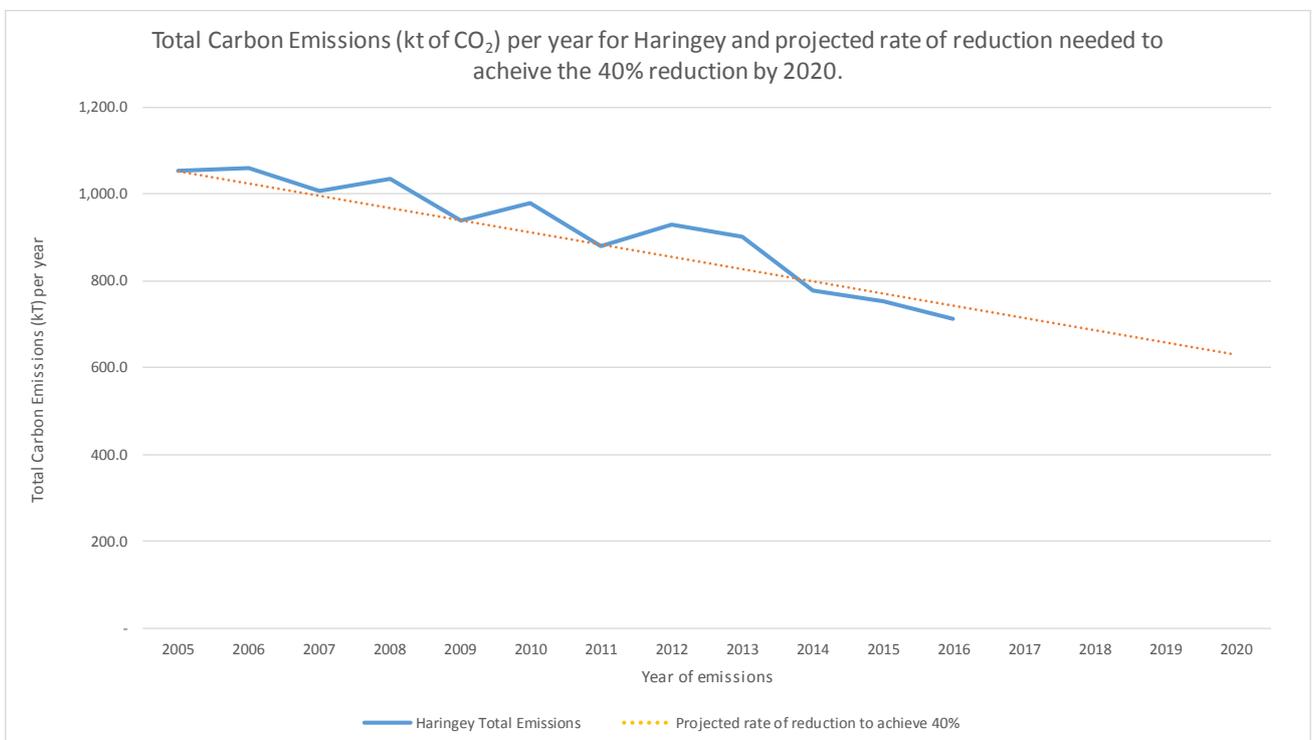


Figure 2 - 2005 - 2016 carbon dioxide emissions trend in Haringey

## Local authority and regional emissions per capita

Since 2005, the level of per-capita emissions decreased in Haringey by 43 per cent, from 4.6 to 2.6 tonnes per person, shown in Figure 3. This is a larger decrease than the 36 per cent reduction across the UK but consistent with our neighbouring boroughs with an average decrease of 43 per cent also.

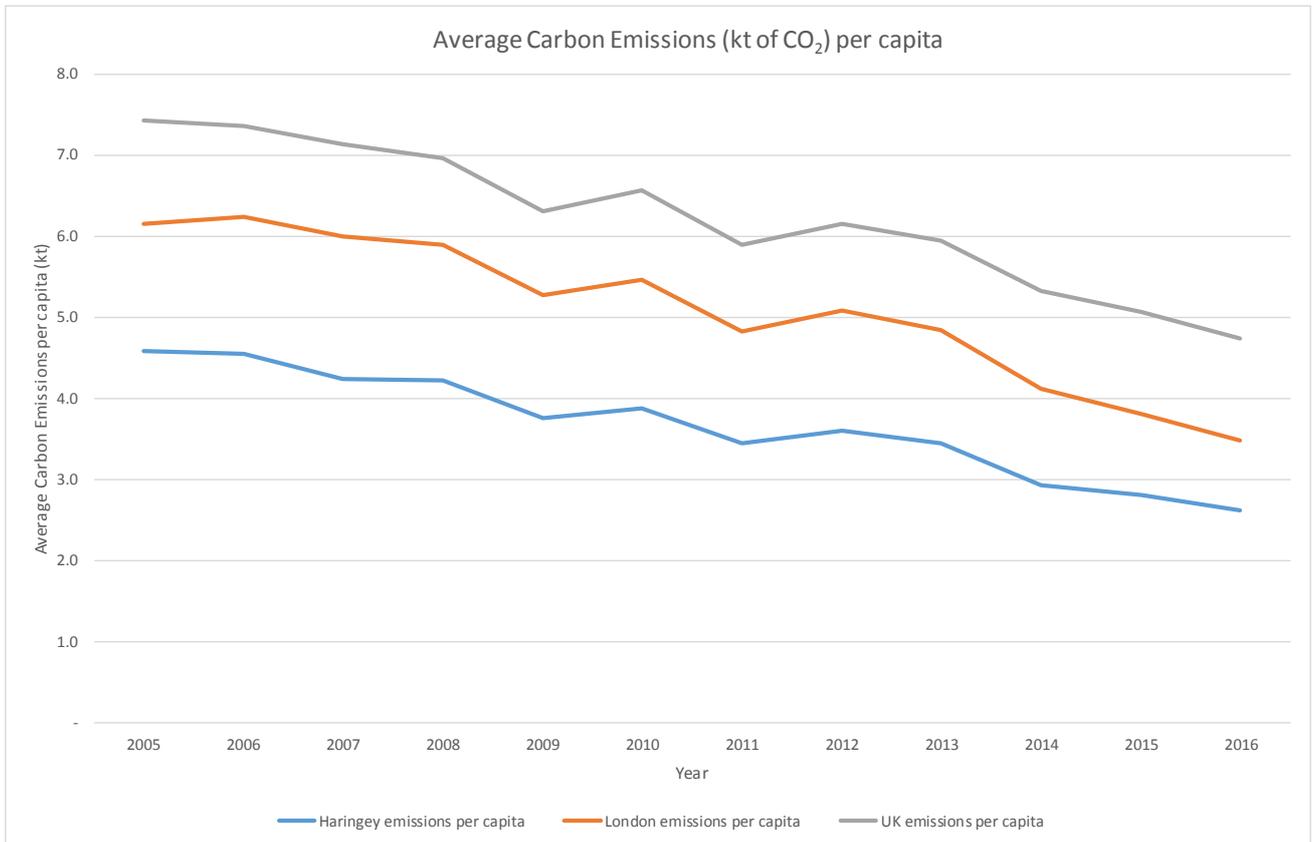


Figure 3 - Carbon dioxide emissions per capita for Haringey (tCO<sub>2</sub> per person) between 2005 and 2016

Figure 4 illustrates the divergent trend between overall carbon emissions per capita and population growth in Haringey. Since 2005, emissions per capita have fallen by 43.1 per cent whilst population growth has increased by 18.7 per cent. This demonstrates how Haringey continues to meet the ambitious 40:20 commitments to reduce carbon emissions whilst delivering growth.

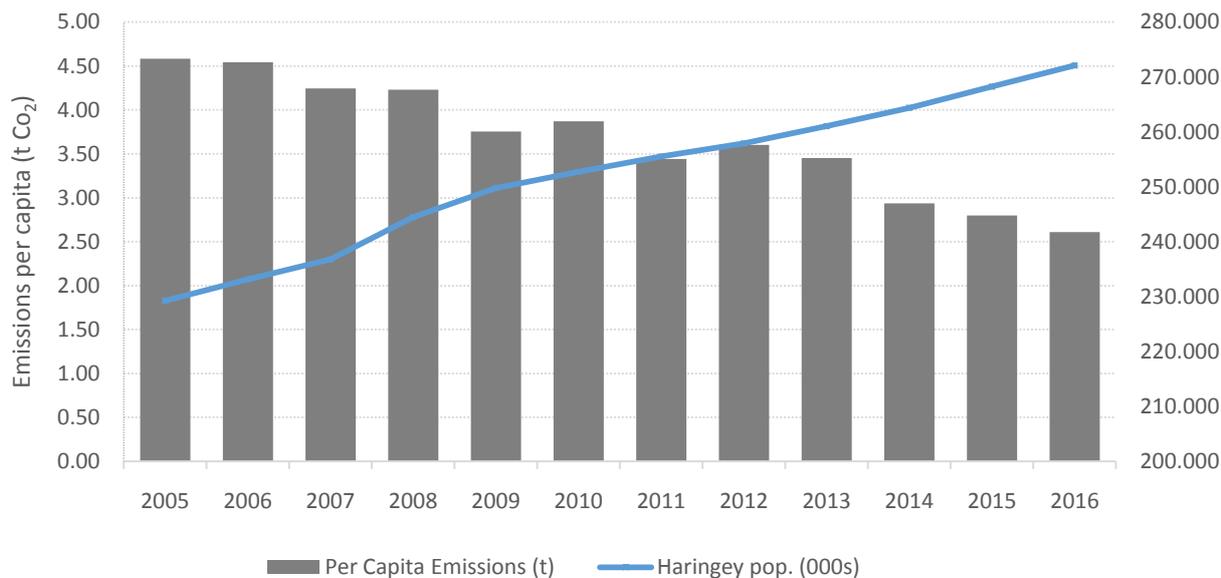


Figure 4 - Carbon dioxide emissions per capita for Haringey (tCO<sub>2</sub> per person) against population growth between 2005 and 2016

Amongst our neighbouring boroughs, Haringey has one of the lowest emissions per capita, at 2.6 tCO<sub>2</sub>/capita. Waltham Forest recorded a similar emissions per capita figure at 2.5 tCO<sub>2</sub>/capita. Haringey’s tonnes per capita figure is at a considerably lower level than Greater London, at 3.5 tCO<sub>2</sub>/capita, and the UK, at 4.7 tCO<sub>2</sub>/capita. Figure 5 shows the level of carbon emissions per capita (tCO<sub>2</sub>/capita) across our neighbouring boroughs. These figures are useful to determine progress in domestic emissions however, emissions reductions from industry and transport are driven by factors outside the borough’s control.

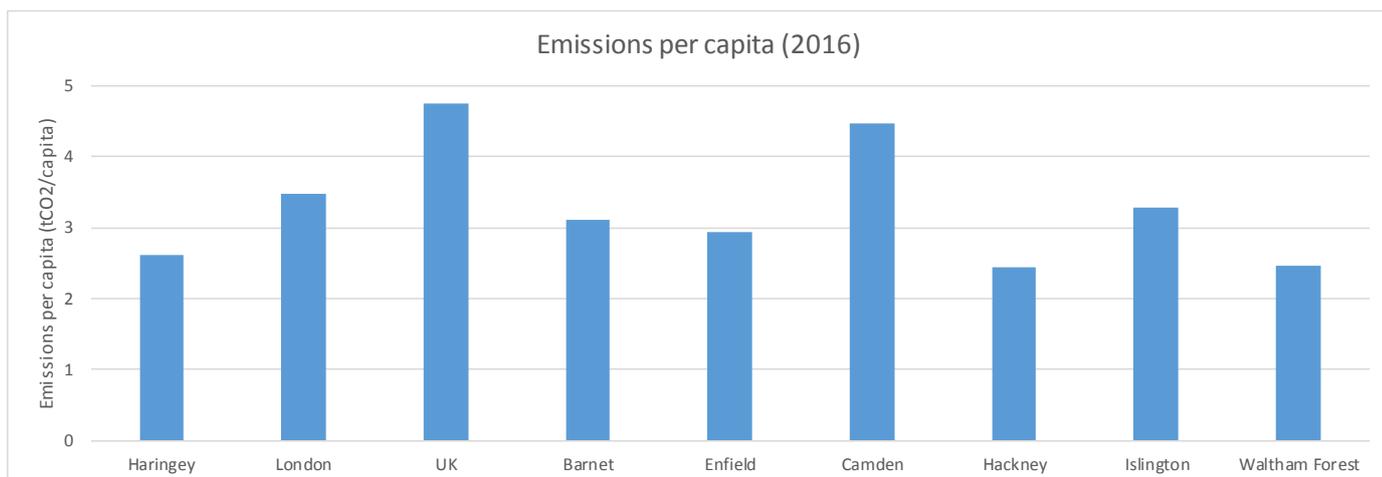


Figure 5 - 2005 - 2016 Carbon dioxide emissions per capita for Haringey and neighbouring boroughs

## Emissions by sector 2016

In Haringey, the level of emissions for all three sectors has reduced since 2005, but the proportion contribution has not changed, shown in Figure 6.

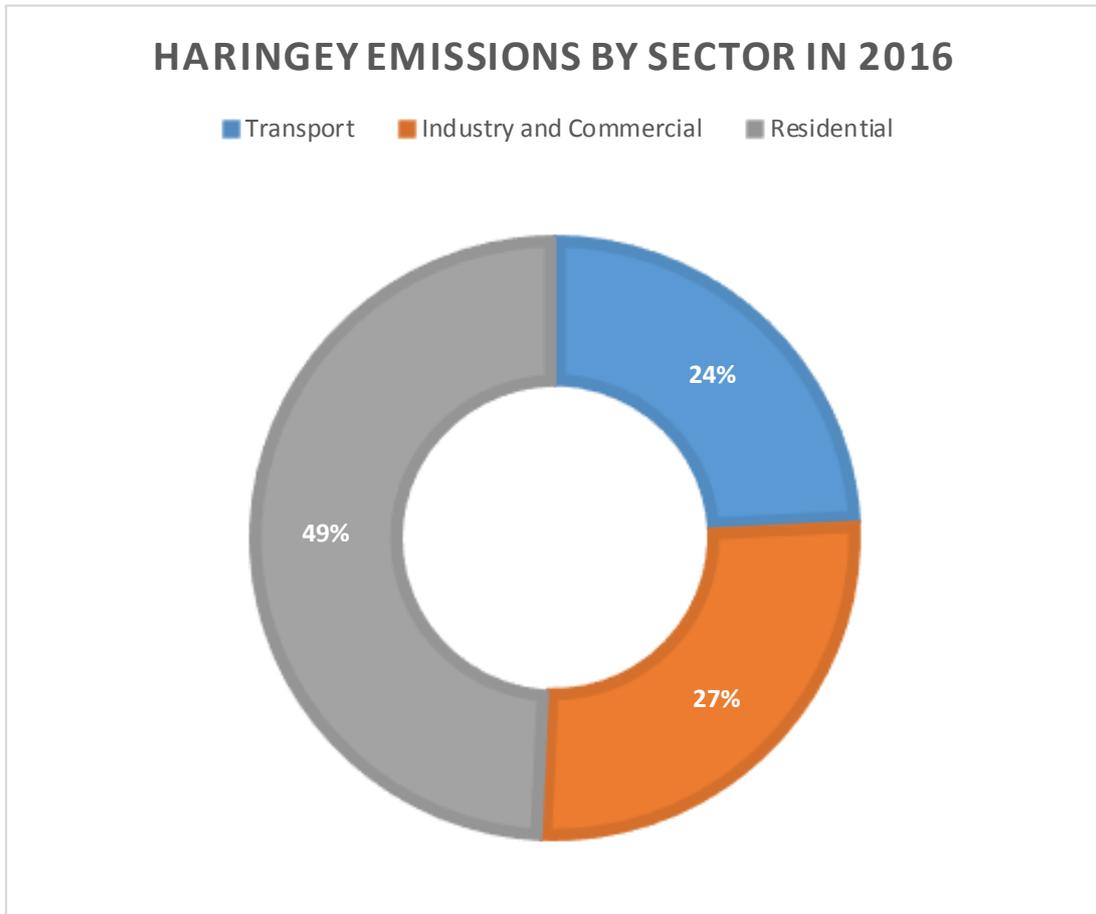


Figure 6. Haringey emissions by sector in 2016

Domestic emissions accounts for 49 per cent of Haringey's total emissions. This has stayed the same between 2015 and 2016. This is substantially greater than in both London, at 37 per cent and the UK, at 29 per cent, in addition to being the joint highest among our neighbouring boroughs (joint highest with Waltham Forest). The percentage of Transport emissions in Haringey, at 24 per cent, is in line with Greater London, at 26 per cent, and our neighbouring boroughs, at 26 per cent, but lower than the UK, at 36 per cent. Emissions in this sector have gone up in Haringey have gone up by 1 per cent.

The Industry and Commercial sector accounts for 27 per cent of emissions, demonstrating a 1 per cent decrease between 2015 and 2016. This is lower than our neighbouring boroughs, at 30 per cent, Greater London, at 38 per cent and the UK, at 40 per cent.

## Sector emissions trends 2005 – 2016

Haringey's sector emissions have decreased between the years 2005 to 2016, shown in Figure 7.

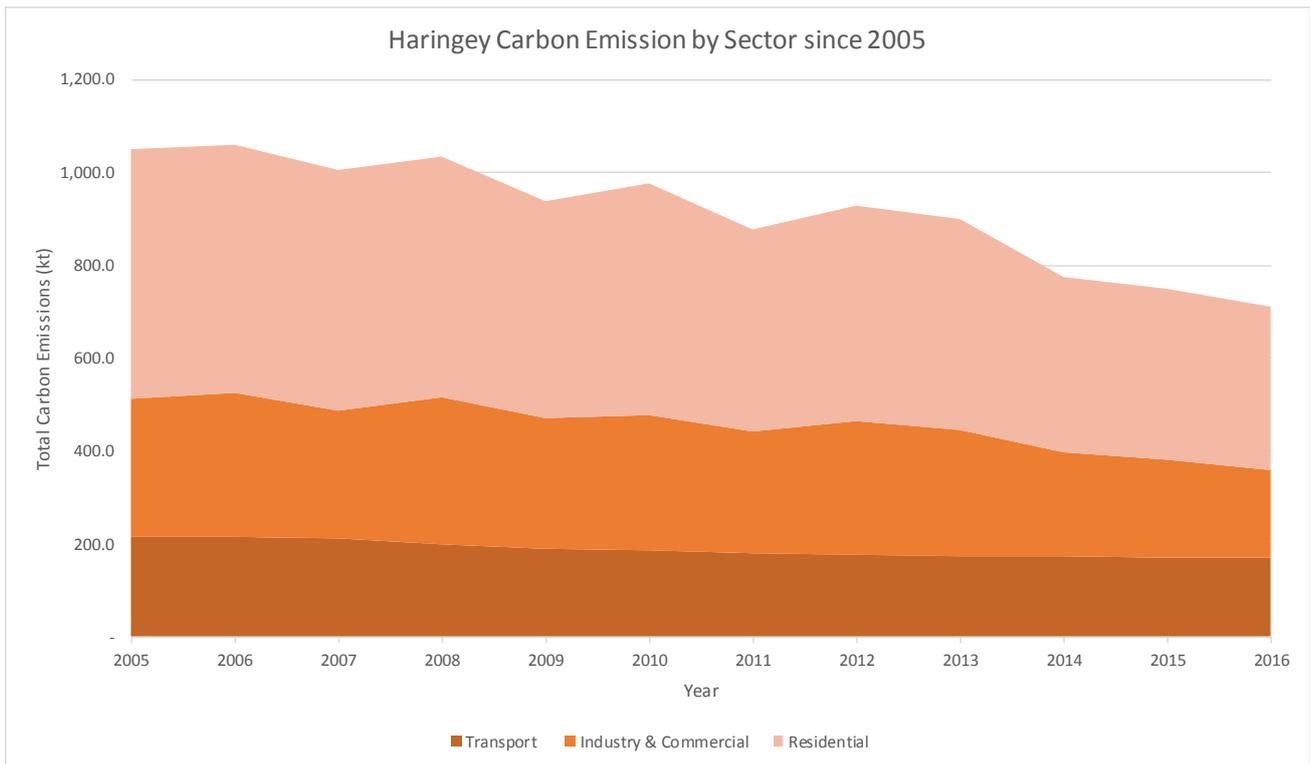


Figure 7. Haringey carbon dioxide emissions by sector (2005 to 2016)

### Domestic sector

In 2016, Haringey’s Domestic sector emissions were 349 kt, 5.3 per cent lower than in 2015. No London local authorities recorded a decrease for this period. This can be largely attributed to the reduced use of coal for electricity generation.

Looking at longer-term trends, Haringey’s emissions from the domestic sector have also decreased substantially since 2005, with the same being true for all local authorities. Haringey’s reduction of 35 per cent is higher than our neighbouring local authorities, at 32.7 per cent, London, at 32.4 per cent and the UK, at 33.1 per cent.

No London local authorities had an increase in Domestic emissions between 2015 and 2016. Eighty-two per cent recorded a comparable decrease to Haringey of between 5 to 10 per cent. Haringey’s 5 per cent decrease in emissions was ranked 9<sup>th</sup> lowest out of 33 London local authorities, and the City of London saw the largest decrease of 13 per cent.

No local authorities out of 391 across the UK had an increase in emissions between 2015 and 2016. Almost three-quarters (71 per cent) recorded a decrease comparable to the UK (6 per cent) of between 5 to 10 per cent.

### Industrial and Commercial sector

The level of carbon emissions in Haringey’s Industry and Commercial sector decreased by 10.5 per cent to 188.3 kt in 2016, from 210.3 kt in 2015. No London local authorities had an increase in

Industrial & Commercial emissions between 2015 and 2016. Forty-five percent recorded a comparable decrease to Haringey of between 10 to 15 per cent. Haringey's 11 per cent decrease in emissions was ranked 6th lowest out of 33 London local authorities and Harrow saw the largest decrease of 24 per cent.

Only 18 local authorities out of 391 in the UK had an increase in emissions between 2015 and 2016. Just under half (47 per cent) recorded a decrease comparable to the UK (12 per cent) of between 10 to 15 per cent.

Despite three notable increases in emissions in 2006, 2008 and 2012, the overall level of emissions in Haringey has decreased by 36.3 per cent since 2005. This is slightly lower than our neighbouring boroughs, at 38.4 per cent. London saw a decrease of 42.3 per cent and the UK at 41.9 per cent. However, this is usually attributed to a decline in the industrial sector, rather than energy efficiency improvements and measures to reduce carbon emissions.

### Transport sector

Haringey recorded an increase of 0.6 per cent, to 172 kt, for Transport emissions in 2016, from 170.9 kt. Over two-thirds (70 per cent) of local authorities saw an increase in Transport emissions between 2015 and 2016, similar to the increase recorded in Haringey for this period. Haringey's 1 per cent increase in emissions was ranked 17th highest out of 33 London local authorities and the City of London saw the largest decrease of 4 per cent.

At national level, transport emissions showed a small increase of 2 per cent between 2015 and 2016, and is now the highest emitting sector of the UK economy. Ninety-five percent of local authorities (373) recorded an increase in emissions between 2015 and 2016, comparable to the UK (2 per cent) increase of between zero to 10 per cent. This is attributed to the use of petrol and diesel in road vehicles, particularly in passenger cars.

Despite this small drawback, overall Haringey's transport emissions have decreased significantly by 20.6 per cent between 2005 and 2016.

This is greater than the rate seen in London, at 17.6 per cent; our neighbouring boroughs, at 15.9 per cent and the UK, at 6.5 per cent, which have all showed slower reductions. It is worth noting that these decreases are at the same time as an increase in both the number of passenger vehicles and the vehicle kilometres travelled. This has been possible due to lower petrol consumption by passenger cars and improvements in fuel efficiency.

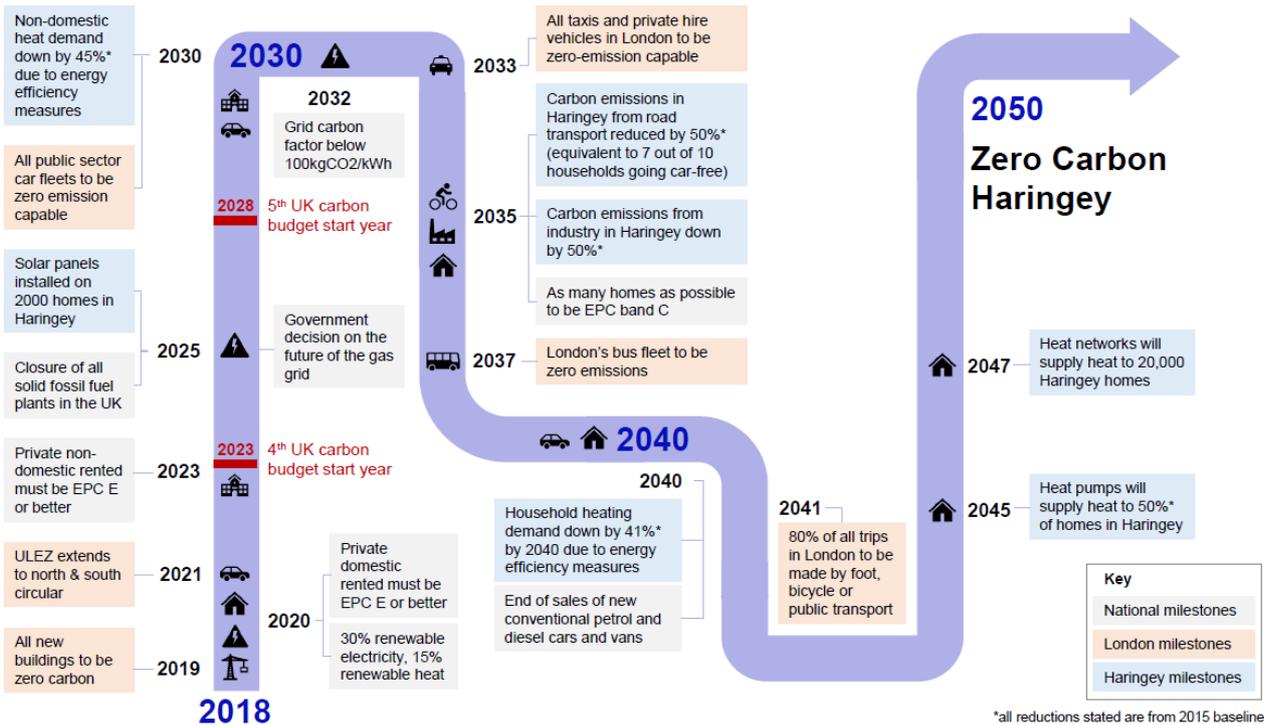
## Key projects since 2017

### Zero by 2050

[Haringey Zero by 2050](#) builds on the work of the pioneering [Haringey Carbon Commission](#) in 2009, which recommended a set of measures to reduce Haringey's carbon footprint, and set out the 40:20 target. To further develop our ambition, Zero by 2050 commits the Council to ensuring we are a zero carbon borough by 2050.

In the past year, we have been working with energy consultants Ove Arup to develop a trajectory for Haringey, indicating key measures we need to undertake to achieve this ambition. Phase 1 of the project, which was to identify if it was possible for us to reach zero carbon by 2050, was conducted in early 2018. This phase produced two complementary Zero Carbon Haringey reports: [Direction of Travel](#) and a [Technical Report](#). The Direction of Travel report describes Haringey's journey so far, the benefits of action, a vision for 2050 and a plan for achieving this vision. The Technical Report provides an evidence base, which makes the case for action and sets out priority actions for the Council to take. It includes an analysis of current and projected future carbon emissions a 'business as usual' and 'zero carbon' scenario. In light of this work, we are focusing work on emissions from homes, workplaces, transport and energy generation.

Phase 2 of the project is to detail the actions produced in the first reports. This work is currently being conducted, with relevant service areas being consulted on actions within their remit. The route map below shows key milestones on a national and regional level, with an indication of steps Haringey can take. These will be confirmed in a report published in early 2019.

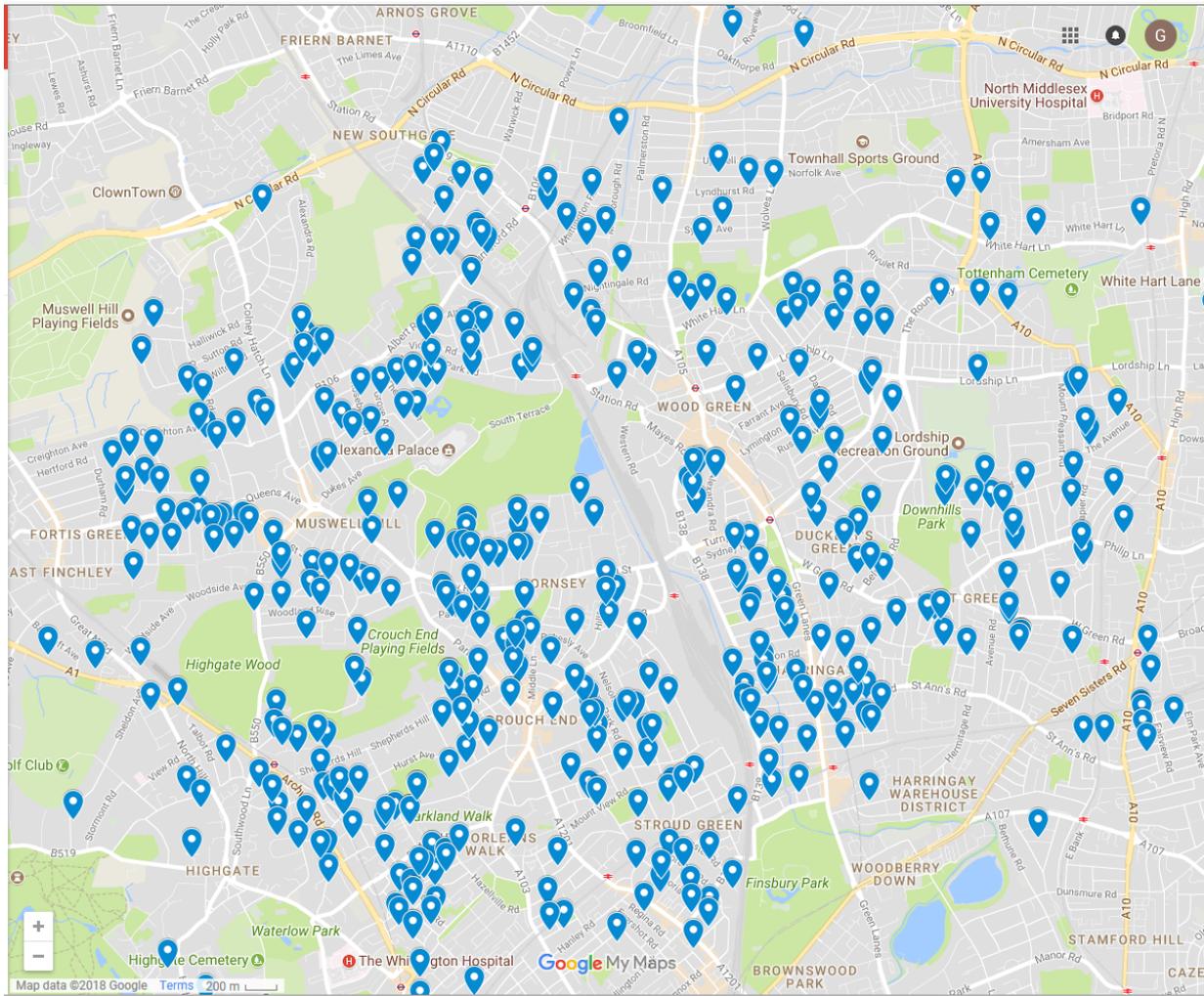


## Solar Together London

In June 2018, Haringey applied to take part in the Mayor of London's [Solar Together London](#) programme. The scheme uses joint purchasing power to help people buy a quality home solar PV system at a competitive price, from a pre-vetted installer.

Haringey's promotion of the scheme included a direct mail out supported by a digital marketing and social media campaign. This was also supported by local sustainability groups who actively promoted the scheme through their networks.

There were 1,100 registrations in Haringey equating to 21 per cent of the London total of 5,327 - the highest number of registrations in London. The registration locations are shown in the image below.



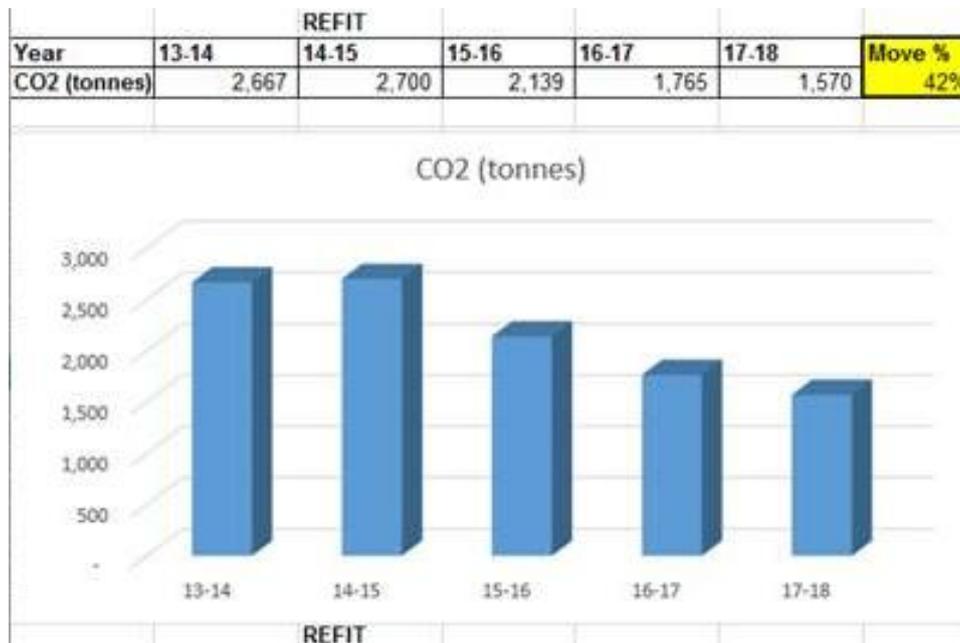
Following an auction conducted by iChoosr, Ecolution have been appointed as the installer for London. All those who registered received a personal offer from Ecolution and an invitation to two information sessions held in October 2018. 290 Haringey residents accepted their offer which is 23 per cent of the London total – the highest number of acceptances in London. Site surveys and installations will be completed before the end of March 2019 to ensure installations qualify for feed-in-tariff payments.

The borough has 501 solar installations, with a total installed capacity of 2,639 kW. 451 of these installations are domestic, with a total installed capacity of 1,614 kW.

## Council emissions

Haringey Council has successfully achieved our ambition of 10 per cent electricity reduction in our corporate estates between 2017 and 2018. To date we have reduced electricity consumption by over 60 per cent from a 2014/15 baseline saving over 3,400 tCO<sub>2</sub>.

Reviewing the sites involved in the GLA RE:FIT programme where lighting and boiler controls were upgraded, this resulted in electricity reductions of 42 per cent since their installation in 2015.



In addition, we have a partnership arrangement with an energy community organisation, en10ergy, that is installing community-led solar panels in schools.

### Solar panels on Council-owned buildings

The council has 44 solar installations consisting of over 2,200 panels generating over 565,000 kWh of electricity for the council.

The new Solar installations include those at the Winkfield Centre and some housing estates including: Brewery House (N17); Anderton Court (N22); Barnes Court (N22); Ednam House (N4), Muswell Hill Place (N10), Verdant Court (N4), and at 86 and 88 Fenton Road (N17).

### GLA RE:FIT Programme

This programme has resulted in year on year electricity reductions with over 190 tCO2 saved. Installed energy efficiency measures included LED lighting upgrades and controls as well as data centre cooling system.

### Waste

The Council continues to provide comprehensive recycling services to all households in the borough, including weekly collection of dry recycling and food waste to 100,000 properties. We reused, recycled or composted 27,933 tonnes of the borough's waste, equating to a recycling rate of 33.2 per cent, above the average for north London of 32 per cent.

Through the Waste Prevention Programme, delivered with the North London Waste Authority, an estimated 10,000 tonnes of waste per year is avoided across the north London area. The programme includes a Waste Prevention Community Fund to support innovative prevention projects from non-profit third sector organisations.

£3,500 has also been awarded to community groups across Haringey so far this year, for initiatives that promote and increase awareness of reuse and recycling. This funding, from the Council's contractor Veolia, has supported 5 sustainability projects in Tottenham, Wood Green and Crouch End.

### Air pollution

Although air pollution is not directly linked to carbon emissions, tackling air quality can have an impact on carbon emissions. For example, attempting to improve public health will lead to working on private car use in the borough, which emits harmful nitrogen oxides and particulate matter, but also carbon emissions. Therefore, improving air quality will have an indirect impact on greenhouse gas emissions in the borough – especially as over 50 per cent of air pollution is caused by road transport in Haringey.

### Crouch End Business Engagement

Haringey Council worked with Cross River Partnership to make Crouch End a cleaner, healthier place to work and do business in by improving local air quality by raising awareness of air pollution and offering advice and services to help businesses switch to lower emission energy and travel options.

It was anticipated that this Business Engagement project will result in an improved trading environment and help reduce business energy and transport costs. Haringey Council worked towards improving local air quality whilst also saving money.

Businesses were able to receive free support on deliveries, servicing and active travel, through workshops or one to one support. In addition, free cycle safety seminars were offered to local employees.

To build up a picture of how business operations in Crouch End impact air quality Haringey asked Crouch End Businesses to complete a survey.

Project officers were able to speak with several businesses in Crouch End; many of which seemed on board with the project and agreed to do the survey. Most of these businesses were appreciative that there was a project that sought to improve their operations and local environment. The general consensus to the project was mostly positive and welcoming.

The responses to the survey are yet to be processed.

## National Clean Air Day

Held on 21<sup>st</sup> June 2018, Haringey Council supports Clean Air Day. The following actions were taken on the day to promote clean air in the borough.

- Schools:
  - All schools within the borough were sent information and resources to use on the day;
  - All Schools within the borough were invited to take part in our own Smarter Travel poster competition. The poster had to encourage active travel and inform about air pollution as well as providing one brief idea of how the school can improve its local air quality. The winning school received a small budget to support their idea;
  - A representative of Haringey Council delivered a number of Air Quality Lessons and assemblies on the day and during the week at various schools throughout the borough;
  - Haringey Council supported schools who wish to undertake a car free day, where the whole school community were encouraged to travel sustainable to and from school. Two schools took part in this. St Paul's and St Aidan's who also held a Play Streets on that day;
- Travel planning:
  - Smarter Travel provided information and advice to Council staff to tell them what they could do to improve their air quality, such as cycling or walking to work or turning off their car engine when stationary.
- Inland water way pollution control:
  - Haringey Council worked with the Canal and River Trust to design and distribute handouts/letters to boat residents located along the canal on burning authorised smokeless fuels and using authorised appliances to reduce air emissions. Targets included among others;
    - Zero Carbon Haringey (our commitment as a borough to be zero carbon by 2050 – focusing on homes and transport emissions);
    - Canal boat versus car (comparing carbon dioxide emissions from each vehicle);
    - Alternative sources of energy (info on installing solar panels, electric hook ups);
    - Basic points on engines, fuels for stoves and stove maintenance.

## National Car Free Day

On 22<sup>nd</sup> September, 2018 day, Haringey Council focused on softer initiatives to promote behavioural change for car free day. The following actions were taken:

- Promotion banner of car free day, promotion of other travel options available, tweets to promote the day, links to car free day website etc.;
- Events took place for the Council to promote sustainable travel and encourage them not to use their car on the 22<sup>nd</sup>. Information was given out on pool cars and bikes, electric vehicles etc.;
- Staff travel survey was launched to coincide with Car Free Day;
- Schools engagement on car free days;
- Encouraged as many as possible play streets to run during the weekend.

## Development of new Air Quality Action Plan

The Council is in the process of developing the new Haringey Air Quality Action Plan, as part of our Local Air Quality Management commitments. The draft plan was developed in partnership with key internal and external stakeholders. The draft plan is due to go out to Statutory and Public consultation in early 2019.

This action plan will replace the previous action plan, which ran from 2010 - 2018 published in 2011, and it includes an outline of the actions that will be taken by Haringey Council to improve air quality in London Borough of Haringey between 2019-2023.

The final plan will be made available to view on the Haringey pollution control webpage in 2019.

## Car idling campaigns

In September 2017, campaigns were delivered at two local schools – Seven Sisters Primary School and Harris Academy – to raise awareness and to reduce unnecessary vehicle engine idling especially at pollution hotspot areas and outside schools within the borough. This campaign, to discourage engine idling outside schools, is one of a number of measures aimed at improving air quality. This campaign was carried out to raise awareness of the everyday, often unconscious driver actions that contribute to poor air quality in London and its impacts on health and wellbeing.

Haringey Council will continue to raise awareness on the impact of vehicle idling on air pollution.

## Energy efficiency

### SHINE London

Haringey has partnered with Seasonal Health Intervention Network (SHINE London) to provide energy vulnerable home-owners, private-rented tenants and residents with free energy advice. SHINE London offers a dedicated helpline and affordable warmth interventions to ensure households get the help they need to reduce utility bills, tackle energy debt and ultimately stay well and warm. SHINE is a single point of referral bringing together dozens of schemes to support residents who are struggling to heat their home. Over the last year, SHINE has provided services to 77 clients, conducted 9 home visits, handled 1 debt case, conducted 10 fire safety checks, amongst other work. The majority of referrals have come from the Council, Homes for Haringey and Citizens Advice.

- Telephone: 0300 555 0195
- Email: [contact@shine-london.org.uk](mailto:contact@shine-london.org.uk)
- Online: [www.shine-london.org.uk](http://www.shine-london.org.uk)

**Case study:** SHINE helped a resident who was on a low income and spending more than 10 per cent on his energy.

The resident suffered from long term health conditions, was responsible for twin children of school age and lived in temporary accommodation. The client approached SHINE having received letters threatening further action from EON if an outstanding gas bill of £160 was not paid in full. Due to the client health status and being at risk of disconnection, SHINE was concerned for the man's household wellbeing. With urgency, SHINE arranged an energy home visit to establish the status of his gas account. It was discovered that all previous meter reads were estimates. SHINE therefore submitted the latest meter read on the customer's behalf, which was much lower. **The bill was reduced to £9.90, a reduction of £150.10.** SHINE added him to his supplier's vulnerable person's registers. The gentleman stressed his need to become more independent so SHINE also signposted the client to iWork.

### Local Energy Advice Programme (LEAP): The Energy and Money Saving Service

This is a service for Homes for Haringey residents that can help residents save money and keep their home warm and cosy. Since set up, in April 2016, over 160 home visits to help residents have taken place. In the past year, this work has resulted in:

- 136 energy visits

- 723 LED bulbs fitted
- 92 radiators fitted with reflectors
- 32 doors draught-proofed
- 24 shower aerators
- 20 door brushes fitted
- 13 letterbox brushes
- 10 windows draught-proofed
- 9 TV standby plugs

This led to a total lifetime bill saving of £82,749.85 across all energy visits.

Twelve people switched their gas tariff, saving £905 and sixteen residents switched their electricity tariff, saving £1035.

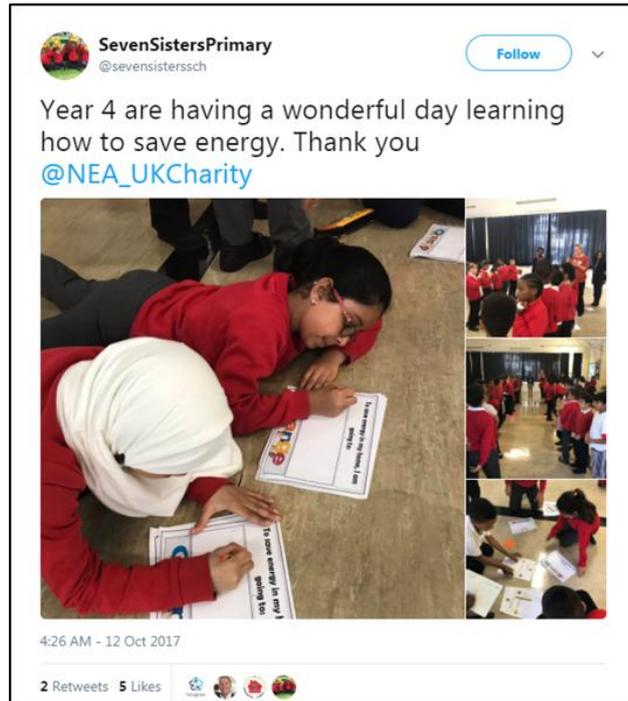
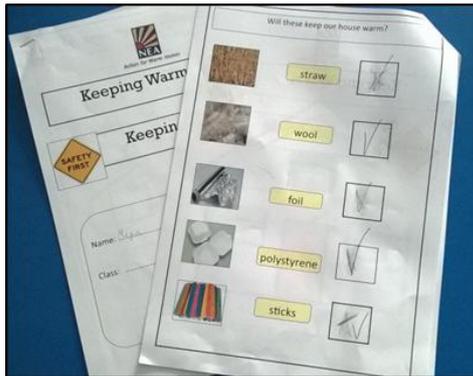
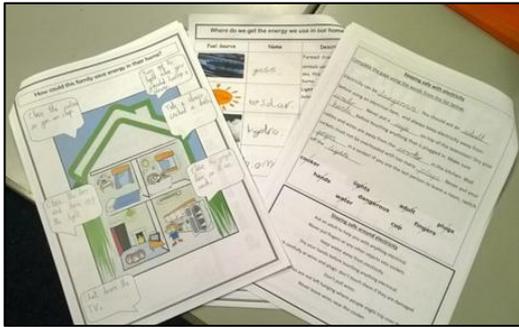
### National Energy Action (NEA) and Haringey

Across the winter months of 2017 – 18, students from three Haringey primary schools (St Ann's C of E Primary School, West Green, Seven Sisters Primary School, and Tottenham and Harris Primary Academy, Tottenham) took part in 'Keeping Safe, Keeping Warm' classroom workshops run by National Energy Action, the leading fuel poverty charity.

In total, 210 students were able to take part in interactive half-day classroom workshops, with classes ranging from year 1 to year 5.

Students enhanced their understanding linked to the science curriculum by learning about renewable and non-renewable fuel sources, explored safety at home with gas and electricity, and learned how to keep warm at home through insulation methods and no-cost / low cost energy saving techniques. They also completed some excellent drama work, using hot seating and conscience alley techniques to think about how to save on fuel costs at home.

The response from students was overwhelmingly positive, and staff commented that the information received during the sessions was invaluable. A follow up leaflet offered home energy advice to families and invited students to take part in a 'Warm and Safe Homes' competition to extend the learning from the workshops.



## North London Warm Homes project

Haringey along with Islington (lead authority), Barnet and Enfield, successfully secured a grant from a national Warm Homes Fund. As a result, the boroughs were awarded £1.5 million to deliver affordable heating solutions to 400 fuel poor households who do not use gas for heating. This will enable homes currently on oil or electricity to switch to a cheaper and better gas heating system.

An additional £1.5 million of match funding will be sourced from other external funding streams such as the Energy Company Obligation and the Fuel Poor Network Extension Scheme.

This scheme is open to all tenures in the borough. Currently the project is considering applications for 17 privately rented flats and the possibility of switching a Homes for Haringey electrically heated sheltered block with 31 flats. Homes for Haringey will be working with the council in considering the options outlined in a feasibility study to see if any can be taken forward.

For more information or to apply please email [affordable.warmth@Haringey.gov.uk](mailto:affordable.warmth@Haringey.gov.uk)

## Decentralised Energy Network (DEN)

Decentralised Energy Networks (DENs) facilitate greener, more affordable and more reliable heat than conventional heating systems. DENs use a system of buried pipes to connect together buildings' heating systems. The resulting large heating systems cover a wide area (so DENs enable

consumers to make use of remote heat sources) and have a large heat load, enabling consumers to use heat technologies which only work at scale.

There are many sources of heat. Some of the cheapest and greenest sources of heat rely on technologies, which either only work at scale (and so are only available to very large heat loads) or only work at specific geographic locations.

An example of a system which only works at scale is 'Combined Heat and Power' (CHP). This captures the heat, which arises from the generation of power (electricity). Because heat is captured, CHP is more efficient and lower carbon than conventional methods of generating heat and power (up to two thirds of the energy input to conventional power stations is wasted as heat).

Heat mapping in Haringey identified three opportunity areas in the borough for DENs: North Tottenham, Tottenham Hale and Wood Green. In January 2017, the council decided to take forward a Council-owned District Energy Network to support carbon reduction while delivering growth and regeneration in North Tottenham.

Amongst the many potential benefits are:

- More affordable and more secure locally produced energy for Haringey residents which is also greener making a significant contribution to the Council's carbon budget;
- Investing in infrastructure to support jobs, local apprentices and skills development and future regeneration in Tottenham;
- Delivering wider social benefits as the Council can set energy tariffs for residents which can reduce exposure to high and volatile fossil fuel prices;
- Making a significant contribution to the Council's revenue budget as the Council would benefit from 100 per cent of the distributable profit so that local spend on energy is reinvested on service delivery and other improvements in the borough.

### Planning Policy, Zero Carbon Standard and Carbon Offset Fund

London Plan Policy 5.2 states that all new residential development must achieve zero carbon on-site emissions. This will extend to all commercial buildings in 2019, raising standards from 35 per cent emissions reductions to 100.

This is reflected in Haringey's planning policy, as we encourage carbon reductions to be sought on-site, in most cases through design features to the development. Where it is clearly demonstrated that emission targets cannot be fully achieved on-site, measures to make up the shortfall to zero carbon may be implemented off-site. In addition, developers can make an in-lieu cash payment which is used by the Council to fund measures, projects or programmes to deliver carbon reductions in the borough. To date, over £152,000 has been secured and is in the process of being collected.

The Council will review the cost of offsetting to ensure that carbon savings can be delivered. This cost will then be tested against viability and then adopted by the Council. This will be delivered in early 2019.

## Homes for Haringey Property Services

The table below shows the numbers of measures installed through the Major Works Programme between 1<sup>st</sup> April 2017 and 31<sup>st</sup> March 2018 that improve a dwelling's energy performance.

Measure	Number of dwellings
Boiler renewal	237
Roof or loft insulation	278
Cavity wall insulation	36
Double-glazed windows	715

### Ongoing projects

Homes for Haringey has been working with Engie (formerly Keepmoat) to claim ECO funding for eligible works carried out in the major works programme. ECO has been sought for roof insulation and double-glazing upgrades carried out at Larkspur Close and Tamar Way. We are currently waiting on confirmation of the amount of ECO funding from Engie's funders.

Homes for Haringey are currently replacing the individual gas boiler systems with a new communal heating and hot water system in nine blocks on the Broadwater Farm Estate. This will affect 614 dwellings. Work commenced in 2018 and is due to complete in May 2019. Any carbon savings will be dependent on the final design choice for the new system for which the options are currently under consideration.

Haringey Council recently commissioned a feasibility study from RE:NEW into fuel switching at Brookside House. This is a sheltered block with 31 flats that currently have electric systems for heating and hot water. Homes for Haringey will be working with the council in considering the options outlined in the study to see if any more cost effective and lower carbon heating systems can be delivered.

## Transport

### Wood Green Neighbourhoods of the Future

Haringey was awarded funding, by TFL, for a [Neighbourhoods of the Future](#) project in Wood Green to increase the uptake of electric vehicles – a total of £600,000 was secured to fund the project until March 2020. Updates include:

## Business and resident engagement - electric vehicle trials

We have continued to conduct electric vehicle trials. This included short test-drives for our staff in both electric cars and electric car club vehicles. Longer-term trials start in October 2018, providing residents and businesses with a 4-week trial. This is being conducted with DriveElectric. Vehicles available include two Renault Zoes and a Nissan e-NV200.

Businesses are also being offered the opportunity to find out if it is practical and cost effective to switch to electric vehicles. By simply plugging a Cleancar device into a vehicle's 12v cigarette lighter socket to collect journey data they will be provided with a report outlining the advantages and disadvantages of a plug-in alternative. Arriva and some Council departments have already signed up to undertaking reviews of their support fleets. To find out more or to book a review contact us on 020 8489 3489 or email [NOF@haringey.gov.uk](mailto:NOF@haringey.gov.uk).

Policy changes: Wood Green Area Action Plan (AAP) has been amended to state that "All parking for new development requires the provision of electric vehicle charging points". The Planning Guidance document to support this clause has been drafted. It is aimed at developers, residents, car club operators and covers both on- and off-street parking. The requirement is for new developments to install 100 per cent active charging points.

Rapid taxi rank installation: Agreement has been reached with TfL and the taxi association to install a rapid charging unit on the taxi rank on Gladstone Avenue. Installation is expected early in 2019.

## Electric vehicle charging points

### Source London

The Council are installing 38 new charging points in late 2018 across the borough, shown in the table below. Blue Point London will install and manage all standard charging units. These points are publically accessible and will make up the Source London network. They will be accessible to Source London members and all other users on a pay-as-you-go basis.

	Road name	Existing or new site	Locations	No. of charging points
1	Waldeck Road, N15	Existing	East side, at the side of no. 133 Langham Road	2
2	Buckinham Road, N22	New	Opposite no. 3 and 4	3
3	High Road, N22 (A105)	New	Outside no. 16 and 20	2
4	Hillfield Park, N10	New	South side, at the side of no. 80 Muswell Hill Broadway	3

5	Lansdowne Road, N17	New	Outside BronHill Terrace	3
6	Lawrence Road, N15	New	West side, opposite Studio 28	3
7	Priory Road, N8	New	North side, opposite no. 151 and 153	3
8	Rutland Gardens, N4	New	South side, outside no. 2	2
9	Stanhope Road, N6	New	Outside no. 23	3
10	Suffield Road, N15	New	Westside, at the side of no. 13 West Green Road	2
11	Talbot Road, N15	New	East side, at the side of no. 37 Broad Lane	3
12	The Avenue, N8	New	Southside, near the junction with Alexandra Road	3
13	Tintern Road, N22	New	East side, near the junction with Lordship Lane	3
14	West Green Road, N15	New	Opposite no. 1-20 Barker House	3

These charging points represent Phase 1 of our installation – further locations are already being assessed for Phase 2.

### Go Ultra Low Cities (GULCS)

Haringey was awarded £105,000 funding by TfL to install standard (7 kW and 22 kW) charging points and retrofit lamp columns to provide 3 kW power chargers. We are currently working on where these will go in the borough.

### Rapid charging points

TfL announced in April 2017 that £18 million of investment for rapid charging points which recharge vehicles to 80 per cent capacity within 30 minutes. These are for the use of black taxis and other vehicles to encourage drivers to go electric and help clean up London's air. We have one rapid point on the A10, installed by TfL. A further 5 will be installed in 2019.

### Controlled Parking Zones

The Council is planning to introduce 5 additional Controlled Parking Zone areas in 2018/2019– which will make 80 per cent of the borough controlled parking. These zones reduce commuter parking and vehicles traveling into the borough. It also aims to encourage the use of more sustainable forms of transport. i.e. buses, trains.

## Smarter Travel

Smarter Travel is a programme funded by TfL, which aims to change behaviours around working and travelling within Haringey, to a more sustainable and safe way. This year, the Smarter Travel team has delivered a range of projects to improve air quality and the health of residents, encourage active travel and reduce transport emissions in the borough.

## Cycling

- 2055 pupils received cycle training (including those learning to ride);
- 467 bikes were serviced as part of regular Dr Bike sessions in Finsbury Park, Priory Park, Lordship Recreation Ground and at events across the borough;
- 46 residents attended a basic cycle maintenance class;
- 26 residents attended an intermediate cycle maintenance class;

## Saddle and Sole Festival of Walking and Cycling

In June 2018, Haringey, Hackney and Islington Council joined for the sixth time to host a tri-borough cycling and walking festival. Well over 2000 people across London attended the event on the day.

*“What a great initiative! As a newcomer to London it helped me feel a sense of community. I got my bike fixed and registered and I even used the smoothie bike to make a delicious smoothie.” Ana, N5.*

*“It was a fun day with my whole family. Especially on Father’s Day. Events like this festival are what the community needs to come together and be more proactive.” Andrew, N16.*

## Cycle Ride for Schools

Funding was allocated to community organisations with projects supporting residents to walk or cycle, instead of driving a car. Funding recipients included Selby Trust, Living Under One Sun, the Parents Forum, the Markfield Project, Bikeworks, Friends of Lordship Rec, Muslim Action for Development and Environment (MADE), Mind in Haringey and Cycle Training UK. A project funded in the previous year is also continuing to be delivered by the Haringey Play Association.

## HARI Bear

Following on from a walking relay with the schools the previous year to mark a national walking month, October 2017 saw markers placed in 6 Haringey Parks. The 15 HARI (Healthy, Active,

Responsible, Independent) markers in each park encouraged schools and the local community to walk around and get to know their local park and open space.

### Cycle maintenance project

As part of the Mayor's Air Quality Fund (MAQF), 'No 2 NO2' programme the Council was awarded £1,600 to deliver a cycle maintenance project. A training programme was developed to teach children the basics of bike maintenance and to put into practice what they had learnt.

- 32 pupils at St Aidan's Primary School trained
- 16 pupils at Ferry Lane Primary School trained
- 32 pupils at Campsbourne Primary School trained

The trainees all responded very positively and thoroughly enjoyed the sessions. Many expressed that they had problems with their bikes, which had previously prevented them from cycling to school such as flat tyres or brake issues. It was highlighted that having the "know how" to make these simple

*"A thoroughly enjoyable and informative maintenance sessions from cycling instructor. The children loved it!" (Campsbourne Primary School)*

*"I now know how to fix the puncture that has been on my bike for a year!"  
James aged 11 (St Aidan's School)*

*"Just wonderful" Michelle aged 10 (Ferry Lane Primary School)*

adjustments would result in them using their bikes more often, including cycling to school.

## Personal Travel Planning and Walk Zones

The second year of this project, funded by Smarter Travel and the Mayor's Air Quality Fund, will see a total of 3600 Personal Travel Plans and 12 ten-minute Walk Zones in partnership with 12 primary schools. This year a number of schools have undertaken car free days, assemblies and other activities to encourage the school community to travel sustainably to school.

## Air quality apprentice

Working closely with the Smarter Travel team, the Air Quality Apprentice informed schools about air pollution by delivering assemblies, lessons and other related projects that support the curriculum. In communicating to young people that air pollution is a problem and that though simple changes to their lifestyle, they can help clean the air which they breathe. Four Apprentices have been employed since 2014 achieving the following outcomes:

- Approximately 25,000 pupils and 60 primary schools engaged with;
- Installation of a green screen to Bounds Green Primary school;
- Laurie Bunn award for air pollution promotion;
- Outstanding for All Award for Ishen Stewart-Dowding;
- Creation of Air Monsters;
- Facilitation of air pollution animation film with Mulberry Primary school;
- As part of an air quality lesson, pupils wrote an air pollution campaign letter to the Mayor of London, 5 of which were posted to the GLA and the school and pupils received a reply.

The current apprentice Michael Oskys has confidently planned and delivered 35 dedicated air quality assemblies and 25 lessons so far, engaging over 7,000 pupils.



## Community projects

### Selby Trust

The Selby Trust Centre welcomes over 500 visitors a day, who access programmes either run by the Selby Trust, or delivered by the 100+ social enterprises, environmental projects, charities, not-for-profits, sports groups, employability support organisations, and faith groups that use the Centre regularly. The Selby Trust delivers environmentally focused projects under their 'Green Hub' stream, including:

### Green Wheels

This project engages with the local community, gives residents the opportunity to learn key skills in bike maintenance, safety, riding on public roads, participating in cycle rides to aid health and wellbeing. It is an effective way to reach out to different groups, such as women who want to take up an active hobby, or the younger community who are interested in bike maintenance.

- Family learning activity – encouraging quality time between parent and child;
- Mobile bike-maintenance service;
- Training for niche groups who want to learn how to cycle safely;
- Build capacity to run safe cycling courses;
- Provide women- and family-focused provision to encourage cycling among these groups;
- Promote skills and part-time employment;
- A confidence-boosting project bringing people together who share the same interest can form new friendships and build a stronger community.

### Big Energy Saving Network (BESN)

The Trust raised £8,000 external funding in partnership with London Sustainability Exchange to enable two Community Organisers to deliver the Big Energy Saving Network project, offering fuel poverty advice. This involved raising awareness of domestic users about switching to more cost effective energy companies. One success story resulted in an end user wiping out debt of over £2,500.

BESN was aimed at helping a wide range of people reduce their energy costs by providing personalised advice and information. By engaging with local events such as Haringey Advice Day in Muswell Hill, and holding stalls in public places, people can be provided with one-to-one information about the project and how much they can save.

Over 300 people were informed of this and at least 80 of them were trained to become front-line workers to pass on the information to family and friends and to network with communities and organisations that have experience in other fields.

## Global Garden

Global Garden established a space for a food-growing opportunity to take place which is locally managed as well as maintaining the upkeep of the growth by volunteers and staff at the Selby Centre. As a result, fresh fruits, vegetables and herbs that were grown were sold at affordable prices.

The aims of the project were to:

- Make people more aware of the health benefits and to be able to take away the skills learned so they can grow produce easily;
- Have a constant supply of exotic and native UK plants, vegetables, fruits and herbs (i.e. off-season fruits and vegetables) that are available locally and affordably;
- A sustainable supply chain developed where the producers and consumers can engage. The producers can identify the produce to bring and the customers have access to a reliable high-quality source of produce;
- Deepen the knowledge base in the local area of the healthy eating agenda and arising health impacts;
- A more engaged, healthy and informed community with a more diverse diet. Furthermore, the community can have access to a more sustainable food supply chain.

### **Haringey 40:20 community grant funding: installing LEDs in Northumberland Park**

Using LED bulb emissions figures from London Electric Design, a LED bulb of 19.7 Watts used for 10 hours per day will emit 78 kg CO<sub>2</sub> in a year. The project reduced emissions from lighting by 30,208 kg CO<sub>2</sub>/year in Northumberland community.

The Community Grant was awarded to Global Group who installed 600 LED lights in Northumberland Park homes, with an estimated saving of 96 tonnes of CO<sub>2</sub> per annum.

## Transition Crouch End

This group continues to hold bi-monthly 'Green on the Screen' film showings with discussion to raise awareness of topical climate issues. These are attended by 30-40 people. Films this year include *Qu'est-ce Qu'on Attend?*, *A Plastic Ocean* and *Cowspiracy*.

On 22<sup>nd</sup> March, Transition Crouch End, as well as other Sustainable Haringey member groups, attended a debate organised by local Labour Climate Change and Environment Group in Hornsey. The group also organised a 'One Day Intro to Permaculture' whereby a permaculture practitioner and teacher covered topics such as ethics and principles, design, examples of permaculture and observation.

Finally, on 20<sup>th</sup> October, Transition Crouch End held 'Apply Day 2018' at Hornsey Vale Community Centre. This event was to 'celebrate the apple' and had activities such as pressing, juice tasting, rare apples to try as well as children's activities.

### Haringey Climate Forum

This year, Haringey Climate Forum held a meeting on the Mayor of London's Draft Environment Strategy, and as a result of this, submitted a response to the consultation. The group also held a meeting on the Council's Zero Carbon Haringey reports, in which they expressed support and agreed to encourage the incoming Council to continue this project.

The Community Grant was awarded to Global Group who installed 600 LED lights in homes in Northumberland Park, with an estimated direct saving of 96 tCO<sub>2</sub> per annum. In addition, a lot of information and advice was given about domestic energy saving behaviour and methods, mainly in low-income homes.

### Muswell Hill Sustainability Group



2018 saw Muswell Hill Sustainability Group (MHSG) celebrating its 10<sup>th</sup> year of working to help residents and businesses act more sustainably.

Home energy advice work continued with the fifth annual Green Open Homes event and a 'Hot Tips For Warm Homes' energy advice evening held in November 2017.

The Thermal Imaging Group built on last year's pilot by purchasing a thermal imaging camera with grant support from Haringey Council, used to carry out free home surveys to detect heat leaks.

MHSG hosted expert speaker meetings with leading marine scientist and BBC Blue Planet II series contributor Dr Steve Simpson, and Greenpeace UK Executive Director John Sauven.

A campaign to reduce single use plastics launched in spring 2018 resulted in 600 resident pledges. Fifteen Muswell Hill businesses were recruited to the Mayor of London's 'Refill London' Scheme to cut plastic bottle waste by offering free tap water refills.



***MHSG's plastics campaign mascot, Destiny Dolphin at Midsummer Muswell, June 2018***

The group worked with other Haringey sustainability groups throughout the year, including defining eight environmental asks for the incoming Haringey Council administration in May.

[www.mhsgroup.org](http://www.mhsgroup.org)

[en10ergy](http://en10ergy.com)



en10ergy is Muswell Hill's community energy company (a Community Benefit Society), run by local volunteers. It owns solar photovoltaic arrays on the Marks and Spencer store on Muswell Hill Broadway (100 panels) and the Methodist Church in Muswell Hill in Pages Lane (39 panels). The electricity generated is used on site.



### ***Solar panels on Marks & Spencer roof, Muswell Hill Broadway***

Last year en10ergy raised money from local investors for 160 solar photovoltaic panels to be installed on Woodside School in White Hart Lane. The electricity generated is being used by the school and the array will save around 34 tonnes of carbon a year. en10ergy also helped the school install LED lighting in all buildings, saving further carbon emissions.

[www.en10ergy.org.uk](http://www.en10ergy.org.uk)

## Future plans

### Emerging Borough Plan 2019-2023

At the time of this document being written (November 2019), the Council's emerging Borough Plan (2019-2023) is out for public consultation. Following this, it will be revised and published in 2019.

### Zero Carbon Haringey by 2050 Route Map

Following Stage 1 of Zero Carbon Haringey, an action plan on how to deliver this ambition, will be published in early 2019 to detail the actions outlined in Stage 1. This will include resources and timescales, and what this means for all parties included.

### Electric vehicles

Haringey's Neighbourhoods of the Future project runs until 2020. Next year will see the expansion of charging infrastructure and a ramping up of business and resident engagement.

There will be 7 rapid charging units installed over the borough, owned and managed by TfL.

Haringey's first 10-year Ultra-Low Emission Vehicle Action Plan will be published in 2019, following public consultation in late 2018. This supports our overarching Transport Strategy 2018.

We are working on finding suitable locations with our current infrastructure provider, Source London, for phase 2 of our electric vehicle charging infrastructure.

### Retrofit Together

Haringey has partnered with Parity Projects (lead partner), the GLA and London Borough of Lewisham to secure funding from BEIS to build the market for energy efficiency by securing discounts for residents through a group buying scheme. Retrofit Together will be delivered through targeted marketing following analysis of the local housing stock and behavioural research. The scheme will provide retrofit packages tailored to individual properties, and their residents, delivered by a quality-assured, local supply chain. The funding awarded by BEIS would be used over three years to develop a sustainable model for driving retrofit in a local area, in particular, addressing the non-financial barriers to retrofit such as trust, hassle factor and lack of awareness.

### Affordable Warmth Strategy

Over 1 in 10 households in the borough live in fuel poor homes. We are developing a 10-year strategy to improve the energy standard of our public and private sector housing. Through energy efficiency measures, we want our residents to save money, and to help them deliver carbon reduction. We hope to launch the Affordable Warmth Strategy in early 2019.

### Setting up a municipal energy company

The Council will be undertaking a review of options for delivering a municipal energy company for the borough. This will have the objective to deliver low carbon and affordable energy to our community. This is currently being scoped by officers, who are working with the GLA on their similar policy offer to London. An update is expected in 2019.

### Buying green energy for the Council

The Council is reviewing its new contract on the purchasing of the Council's energy, which will start in March 2019, for a new contract in March 2020. As such, the Council will be investigating the purchasing of Green Energy for all the corporate buildings and schools that are within the Corporate Energy Contract.

### The community grants programme

The community grants on Carbon Reduction is continuing, with £10,000 per year to deliver carbon reduction projects. This aligns with the ambition of the new borough plan where the Council will work with, enable, and facilitate community actions to deliver shared objectives.

### Waste and recycling

The Council works within the framework of the North London Waste Authority who lead on the minimisation and the disposal of waste within the borough. However, the Council is about to review its recycling action plan with the aim to increase recycling rates and tackle the big issue of contamination of the recycling waste stream.

### Plastic-free policy

Officers will be conducting a scoping exercise on this policy over the next few weeks. This will support the Council's ambition to reduce its plastic waste and increase recycling. It will set out a policy and action plan on how we will deliver this.

### Air Quality Action Plan

The next Haringey Air Quality Action Plan is currently being developed. The plan focuses on actions Haringey can take to tackle poor air quality exposure and/or emissions. The GLA has asked boroughs to hold off on consultations until they have produced detailed guidance for the action plan. This is to ensure that boroughs are focussing actions using the most up to date priority areas.

Three Haringey schools received air quality audits in 2017-18. Over the next year we will be investigating how to implement the recommendations that came out of these audits.

### Cycling and Walking Action Plan

This Action Plan supports the overarching Haringey Transport Strategy 2018. This aims to make Haringey one of the most cycling and pedestrian friendly boroughs in London and to deliver health ambitions by enabling active travel.

## Emerging Housing Strategy

Our emerging Housing Strategy is being developed in the course of 2019 and will be out for public consultation next year. It will tie in with our Affordable Warmth Strategy.

## Upcoming consultations

- Ultra Low Emission vehicles Action Plan – end of 2018 – beginning of 2019
- Cycling & Walking Action Plan – Spring 2019
- Air Quality Action Plan – mid-2019
- Affordable Warmth Strategy – 2019
- Housing Strategy – 2019